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Transport Canada
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TP 193E

PERSONNEL LICENSING HANDBOOK

VOLUME 1 FLIGHT CREW



THIRD EDITION
AUGUST 1991



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3rd edition, August 1991

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VOLUME 1

FLIGHT CREW

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SEPTEMBER 9, 1994

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ERRATUM TO AMENDMENT N° 4

AUGUST 10, 1994

An error was made on the Page Control Chart with Amendment No. 4 dated June 30, 1994. The instructions indicated that pages 12-1 to 12-3 were to be replaced. In fact only page 12-3 was to be replaced. We regret any inconvenience this may have caused. Pages 12-1 to 12-2 will be included with Amendment No. 5 in case they were removed in error.



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VOLUME 1

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SEPTEMBER 30, 1993

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RECORD OF AMENDMENTS

FOREWORD
Personnel Licensing Handbook
Volume 1 - Flight Crew Licences

Persons acting as flight crew members of aircraft in Canada are required under Part IV of the Air Regulations to hold a permit or licence appropriate to their duties. The qualifications relating to flight crew licences are set forth in this Volume of the Personnel Licensing Handbook which is published under the authority of the Minister of Transport pursuant to subsection 403(2) of the Air Regulations.

Most flight crew licences include a Licence Validation Certificate. The holder of a licence may exercise the privileges of the licence provided that the period of validity as determined from the Licence Validation Certificate or from the licence has not expired.

The holder of a licence may exercise instrument rating privileges or flight instructor rating privileges only when that rating is entered on that licence.

Throughout the Handbook, references are made to various Department of Transport publications. The source and cost of these publications are set forth in the List of Civil Aviation Publications (TP 3680E) which may be obtained free of charge from:

Transport Canada (AANDHD)
Place de Ville
Ottawa, Ontario, CANADA
K1A 0N8



D. Spruston
Director General
Aviation Regulation

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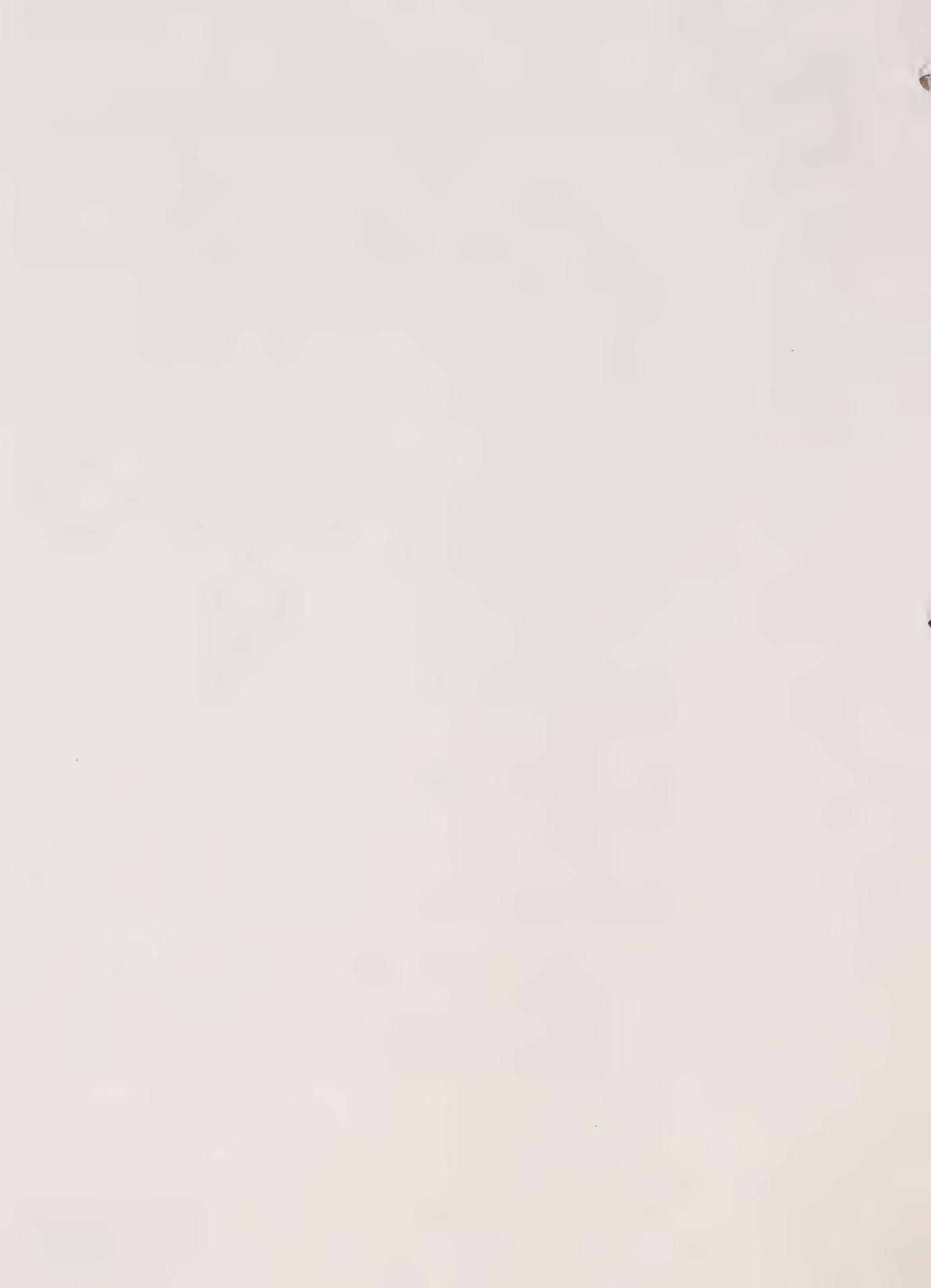
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PART I

ISSUE, PRIVILEGES AND REVALIDATION OF FLIGHT CREW LICENCES

CHAPTER 1 - GENERAL INFORMATION

1. Introduction

- (a) An application for a permit or licence shall be submitted to the appropriate Regional Director, Aviation Licensing, Department of Transport on a form furnished by the Department. The processing of applications, invigilating of examinations, etc., and the issuing of permits and licences are administered by the Department of Transport Regional Headquarters at the locations listed below.
- (b) A permit, licence or rating referred to in this handbook shall, unless otherwise specified, be a valid Canadian permit, licence or rating.
- (c) An aeroplane referred to in this handbook shall, unless otherwise specified, be other than an ultra-light aeroplane.

Atlantic Region

Regional Director,
Aviation Licensing
Department of Transport
Postal Address:
P.O. Box 42
Moncton, New Brunswick
E1C 8K6
Office Address:
95 Foundry Street
Moncton, New Brunswick
E1C 8K6

Quebec Region

Regional Director,
Aviation Licensing
Department of Transport
700 Leigh Capréol, suite 2033
Dorval, (Québec)
H9R 5P8

Ontario Region

Regional Director,
Aviation Licensing
Department of Transport
4900 Yonge Street
Suite 300
Willowdale, Ontario
M2N 6A5

Central Region

Regional Director,
Aviation Licensing
Department of Transport
Postal Address:
P.O. Box 8550
Winnipeg, Manitoba
R3C 0P6
Office Address:
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Winnipeg, Manitoba
R3C 0P6

Western Region

Regional Director,
Aviation Licensing
Department of Transport
Canada Place
11th Floor, 9700 Jasper Ave.
Edmonton, Alberta
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Pacific Region

Regional Director,
Aviation Licensing
Department of Transport
Second Floor, Room 260
800 Burrard Street
Vancouver, British Columbia
V6Z 2J8

2. General Conditions

- (a) An applicant's citizenship must be shown on the aviation personnel permit or licence and must therefore be determined prior to issue of the permit or licence.
- (b) Proof of Citizenship - The following documents are acceptable as proof of citizenship:
 - (i) a citizenship certificate,
 - (ii) a Certificate of Registration of Birth Abroad issued by the Department of Citizenship and Immigration
 - (iii) a birth or baptismal certificate issued in Canada or in a state whose citizens do not require a passport to travel in Canada. A copy certified by the issuing state or duly notarized is acceptable,
 - (iv) a valid passport. If no expiry date is indicated on the passport, an attestation that the passport is valid is required from the applicant's state of citizenship,
 - (v) an aviation personnel licence showing the citizenship of the holder and issued by the state of which the applicant is a citizen, and
 - (vi) a Canadian Immigration Record and Visa, Form IMM1000, issued to a landed immigrant by the Department of Citizenship and Immigration.
- (c) Proof of Age - The following may be accepted as proof of the age of an applicant for a personnel permit or licence:
 - (i) a Canadian Citizenship Certificate,
 - (ii) a Certificate of Registration of Birth Abroad issued by the Department of Citizenship and Immigration,
 - (iii) a birth or baptismal certificate, a copy certified by the issuing authority, or a duly notarized copy. If the date of birth is not shown on a baptismal certificate it must be supported by a statutory declaration in which the applicant declares the date of birth,
 - (iv) a passport,
 - (v) an aviation personnel licence, showing the date of birth, issued by the state of which the applicant is a citizen,
 - (vi) a Canadian Immigration Record and Visa, Form IMM1000, issued to a landed immigrant by the Department of Citizenship and Immigration.
- (d) Examination - An applicant must be able to read the examination questions and to write his answers in either English or French without assistance.
- (e) Time Limit
 - (i) The written examinations required for the issue of a Student Pilot Permit are valid until a pilot licence is issued.
 - (ii) The Airline Transport Pilot Licence written examinations required for a type rating endorsement or a Senior Commercial Pilot Licence are valid for future use providing a mark of 70% or higher was obtained and the Senior Commercial Pilot Licence or type rating, as appropriate, was obtained within 12 months of the examination.

- (iii) The Airline Transport Pilot Licence written examinations required for the former Senior Commercial Pilot Licence are valid for future use providing a mark of 70% or higher was obtained and the Senior Commercial Pilot Licence was obtained within 12 months of the examination.
- (iv) Except as otherwise specified in Chapter 7a - Airline Transport Pilot Licence - Aeroplane, all other tests, skill letters and examinations, including all sections of a sectionalized examination, required for the issue of a permit, licence, rating or endorsement shall be completed during the 12 month period immediately preceding the date of application for the permit, licence, rating or endorsement.
- (f) Regional Directors, Aviation Licensing and the Director, Aviation Licensing, may, under extenuating circumstances, increase the time limit for any written examination or flight test required for the issue of a permit, licence or rating for a period not to exceed 60 days beyond the 12 months specified in sub-paragraph (e) above. Cases deemed to warrant an extension in excess of 60 days will require an exemption to Air Regulation 403(2) by the Regional Director General as provided for in Section 5.9 of the Aeronautics Act.

3. Admission to Written Examinations

- (a) To be eligible to attempt an examination that is required for the issue of a flight crew permit, licence or rating an applicant shall have met the medical standards for the issue of the permit, licence or rating and in the case of:
 - (i) an applicant for a Recreational Pilot Permit - Aeroplane Category or a Private Pilot Licence, except Private Pilot Licence - Ultra-Light Aeroplane Category, shall have completed 10 hours flight time in the same category of aircraft, or hold a valid Private or Commercial Pilot Licence - Ultra-light Aeroplane Category;
 - (ii) an applicant for a Class 4 Instructor Rating, shall have completed 50% of the course flight training requirement and all ground school requirements;
 - (iii) an applicant for a higher class of Instructor Rating, shall have completed 50% of the flight instructing experience requirement;
 - (iv) an applicant for an instrument rating shall have completed a minimum of 20 hours of instrument flight or ground time;
 - (v) all other applicants, shall have acquired at least 50% of the total flying experience for the issue of the licence or rating.
- (b) For admission to an examination an applicant shall produce for inspection:
 - (i) a means of identification;
 - (ii) proof of medical fitness in one of the following forms:
 - (A) a valid Licence Validation Certificate in the appropriate category;
 - (B) a Medical Assessment Letter (Form 26-0417) in the appropriate category;
 - (C) in the case of a Glider Pilot Licence or Private Pilot Licence Ultra-light Aeroplane, a Civil Aviation Medical Declaration (Part B of Form 26-0297)

- (D) a valid temporary Licence Validation Certificate in the appropriate category; or
- (E) a Medical Examination Report assessed by the Regional Aviation Medical Officer;

- (iii) in the case of an applicant for a Private Pilot Licence (Chapter 4) or Commercial Pilot Licence (Chapter 5(a) or 5(b)), a letter of recommendation from the Flight Training Unit stating that the applicant has completed the ground school instruction and has reached a satisfactory level of knowledge to attempt the written examination;
- (iv) in the case of an applicant for a Class 4 Instructor Rating, a letter of recommendation from the applicants ground training instructor; and
- (v) in each case, proof that the experience and training requirements as set out in paragraph 3(a) above have been met.

(c) Use of hand-held calculators or computers

- (i) An applicant may use a pocket electronic calculator for problem solving, including those with a tape printout, if it has no memory system.
- (ii) An applicant may use a pocket electronic computer that has been specifically designed for flight operations, including a self-prompting type, provided it has been approved by Transport Canada for examination purposes and the computer memory bank is cleared before and after the examination in the presence of the examination invigilator.
- (iii) Requests for pocket electronic computer approval are to be forwarded by the manufacturer along with a functional sample computer, all available software, if applicable, and instructions on completely clearing all memory without affecting any programming to:

Transport Canada (AARRE)
Transport Canada Bldg.
Tower C, 330 Sparks Street
Ottawa, Ontario, CANADA
K1A 0N8

The memory bank clearing instructions and the process shall be simple enough to be completed with minimum distraction to invigilators.

NOTE: No computer capable of being used to type and store a significant quantity of language text will be approved.

- (iv) The Jeppesen/Sanderson PROSTAR and AVSTAR, the Jeppesen TECHSTAR, the ASA CX-la Pathfinder, the Cessna Sky/Comp, the NAV-GEM, and the Sporty's E6B electronic flight computers have been approved for use with all flight crew personnel licensing written examinations requiring numerical computations.
- (v) An applicant may not use an instructional handbook or a users' manual when writing a Transport Canada examination.
- (vi) Upon completion of a written examination, all printout material shall be given to the invigilator.

(ii) 30 days in the case of the second failure.

NOTES

- 1: In the case of subsequent failures, longer intervals may be set by the Regional Director, Aviation Licensing after a review of the examination results. Intervals following any subsequent failures will normally be 30 days longer than the previous interval but shall not exceed 180 days.
- 2: In the case of an applicant who fails the Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR) examination, the examination may be rewritten any time after notice of the failure has been received and the weak knowledge areas have been reviewed.

(e) An applicant who passes a sectionalized examination but who fails one or more sections shall, during one sitting, rewrite the failed section or sections to meet the knowledge requirements for issue of a flight crew personnel permit, licence or rating.

An applicant for a Recreational Pilot Permit - Aeroplane category who fails the overall written examination, or any sections of the written examination, will require evidence of further study or instruction prior to the next attempt.

Personnel Licensing Inspectors and persons authorized by the Regional Director, Aviation Licensing may, under extenuating circumstances, adjust the interval between examination attempts as they see fit. Should the interval be reduced, evidence of further study or instruction is required prior to the attempt. In any case, the applicant will be informed in writing of the conditions to be met prior to the next attempt.

(f) Cheating Policy

- (i) Except as otherwise provided for in subsection (ii) below, concerning flight crew personnel licensing written examinations, no person shall or shall attempt to:
 - (A) copy or remove an examination paper, or a portion thereof;
 - (B) give to or receive from any other person a copy of an examination paper, or portion thereof;
 - (C) during an examination give help on the examination to a person or receive help on the examination from another person;
 - (D) complete all or a portion of an examination on behalf of another person; or
 - (E) use an aid or written material during an examination.
- (ii) An examination invigilator may, where considered necessary, clarify the procedure or content of the examination for the persons undertaking it.
- (iii) Where a person contravenes subsection (i), the RDAL may, for one year from the date of the contravention,
 - (A) refuse to issue a permit or licence to the person; and

(B) refuse to allow the person to write an examination required for the issue of a permit or licence.

4. Admission to Flight Test

(a) Prior to admittance to the flight test for a licence, the applicant shall have met the medical standards in respect to the permit or licence for which application is made.

(b) An applicant for a Recreational Pilot Permit - Aeroplane shall not be permitted to undergo the required flight test unless he has a letter from a qualified flight instructor, aeroplane category certifying that he is considered to meet the competency standard for issue of the Recreational Pilot Permit - Aeroplane and has acquired a minimum of 25 hours flight time.

(c) An applicant for a Private Pilot Licence shall not be permitted to undergo the required flight test unless he has a letter from a qualified flight instructor certifying that he is considered to meet the competency standard for issue of the Private Pilot Licence and he has acquired a minimum of 35 hours flight time.

(d) An applicant for a Commercial Pilot Licence shall not be permitted to undergo the required flight test unless he has a letter from a qualified flight instructor certifying that he is considered to meet the competency standard for issue of the Commercial Pilot Licence.

NOTE: Holders of valid Private and Commercial Pilot Licences issued by a contracting state of the International Civil Aviation Organization are exempt from the requirement to have the letter referred to in (c) and (d) above, provided that the flight test is for the purpose of obtaining the equivalent Canadian licence.

(e) An applicant requiring a flight test for a permit or licence other than a Recreational Pilot Permit - Aeroplane Category or Private Pilot Licence, shall not be permitted to undergo the required flight test, unless he has submitted satisfactory proof that not less than 75% of the total flying experience required for that licence has been acquired.

(f) An applicant for an instrument or instructor rating flight test shall have met all the knowledge and experience requirements prior to the flight test.

5. Flight Tests

(a) The flight test for a Recreational Pilot Permit - Aeroplane Category, Private Pilot Licence - Aeroplane or Helicopter Category shall be conducted by:

(i) a Department of Transport Civil Aviation Inspector who is a Designated Flight Test Examiner; or

(ii) a Class 1 or 2 flight instructor who is a Designated Flight Test Examiner; or

(iii) a person authorized by the Minister.

(b) The flight test for a Private Pilot Licence - Gyroplane Category shall be conducted by:

- (i) a flight instructor who holds a valid instructor rating, Gyroplanes, provided he has more than 200 hours instructing experience in the category of aircraft to be used for the test; or
- (ii) a person authorized by the Minister to conduct flight tests in Gyroplanes.

(c) A commercial pilot flight test shall be conducted by:

- (i) a Department of Transport, Civil Aviation Inspector who is a Designated Flight Test Examiner; or
- (ii) a Class 1 or 2 flight instructor who is a Designated Flight Test Examiner; or
- (iii) a person authorized by the Minister.

(d) An applicant for a flight crew ~~permit or~~ licence shall obtain a recommendation from a qualified person prior to attempting a re-test.

(e) All flight tests will be conducted at the discretion of the flight test examiner with respect to weather conditions, validity of applicant's required documents, aircraft documents, aircraft airworthiness, and the examiner's personal knowledge and privilege to exercise discretion concerning local conditions and ATC requirements, facilities, and aircraft serviceability records.

(f) Flight tests for the Private and Commercial Pilot Licences, and for the Multi-Engine Class, Instrument and Flight Instructor Ratings, Aeroplane and Helicopter, will be conducted in accordance with the applicable Flight Test Guide published by Transport Canada.

6. Dual Control Aircraft - Operation and Crediting of Flight Time

(a) Operation of Dual Control Aircraft

- (i) The pilot-in-command of a flight or any portion of a flight in a dual control aircraft shall be designated prior to takeoff.
- (ii) There shall be a satisfactory method of intercommunication between pilots in all aircraft under dual control.
- (iii) Flight time for pilots may be credited either as dual, pilot-in-command (solo) or co-pilot.
- (iv) Only the pilot designated as pilot-in-command may be credited with pilot-in-command (solo) flight time.

(b) In-Flight Instruction (Dual): Non-Licensed Pilots

- (i) Holders of pilot licences may give initial (ab initio) flight instruction provided they are in possession of a valid Instructor Rating.
- (ii) When receiving in-flight instruction from an authorized flying instructor, a student pilot may be credited with dual flight time only.
- (iii) An instructor may be credited with pilot-in-command flight time when giving in-flight instruction to a student pilot.

(c) In-Flight Instruction (Dual): Licensed Pilots

- (i) The holder of a valid Commercial or Airline Transport Pilot Licence may give in-flight instruction for familiarization, refresher and instrument flight training providing the pilot receiving the instruction holds a valid pilot licence endorsed for the type or class of aircraft in the same category as the aircraft used and the person providing the instrument flight training meets the requirements specified in Part II, Chapter 1, sub-paragraph 2(c) of this Manual. This authority does not permit category conversion training, e.g. aeroplane to helicopter, gyroplane to aeroplane, etc.
- (ii) The flight time acquired under (i) above may be credited to the pilot-in-command as pilot-in-command time and as dual flight time to the pilot receiving the training.
- (iii) Not more than 3 hours of familiarization flight time acquired for any type or class of aircraft may be credited towards the flight time requirements for a higher type of licence.

(d) Instrument Flying Practice

- (i) When licensed pilots are engaged in instrument flying practice with an appropriately qualified pilot, only the designated pilot-in-command may be credited with pilot-in-command flight time.
- (ii) The pilot undertaking instrument practice with an appropriately qualified pilot, if not the designated pilot-in-command, may be credited with dual flight time.
- (iii) The safety pilot, if not the designated pilot-in-command, may be credited with co-pilot flight time if the Certificate of Airworthiness requires a co-pilot on the type of aircraft being used.

(e) Co-Pilot: Non-Training

The holder of a valid pilot licence may be credited with co-pilot flight time acquired during flights on which he is the designated co-pilot of an aircraft, providing such aircraft is

- (i) of a category, class and type endorsed upon his licence,
- (ii) required, by the Certificate of Airworthiness or an approved company Operations Manual, to be operated with a co-pilot, and
- (iii) fitted with dual controls and dual flight instrumentation.

(f) Co-Pilot: Crediting of Flight Time

The holder of a valid pilot licence may credit not more than 50% of his co-pilot flight time towards the total flight time required for the issue of a higher class of pilot licence.

(g) Crediting of Actual Instrument Flight Time

During actual instrument flight, both pilots (the pilot-in-command and co-pilot or pilot under training) may be credited with actual instrument flight time.

7. Crediting of Glider And Ultra-Light Aeroplane Flight Time Towards the Experience Required for the Issue of Other Pilot Licences

(a) Provided the applicant holds a Glider Pilot Licence, pilot-in-command flight time in gliders may be credited towards experience requirements as follows:

- (i) Private Pilot Licence - in accordance with Chapter 4, section 11;
- (ii) Commercial Pilot Licence - in accordance with Chapter 5 (a), section 12; and
- (iii) Airline Transport Pilot Licence - not more than 50 hours.

(b) Provided the applicant holds a pilot licence - ultra-light aeroplane category, pilot-in-command flight time in three axis ultra-light aeroplanes may be credited towards experience requirements for aeroplane pilot licences as follows:

- (i) Private Pilot Licence - in accordance with Chapter 4, section 11;
- (ii) Commercial Pilot Licence - not more than 25 hours; and
- (iii) Airline Transport Pilot Licence - not more than 50 hours.

8. Instrument Flight Training

Definitions

"instrument time" - instrument flight time or instrument ground time.

"instrument flight time" - time during which a pilot is controlling an aircraft by sole reference to the flight instruments and without external reference points.

"actual instrument flight time" - means flight time during which a pilot controls an aircraft flown in cloud or other conditions that prevent the use of external reference points and require the pilot to control the aircraft by sole reference to flight instruments.

"simulated instrument flight time" - means flight time during which a pilot is controlling the aircraft by sole reference to the flight instruments during VFR conditions and while a safety pilot is aboard.

"instrument ground time" - time during which a pilot is practising simulated instrument flight on a synthetic flight trainer approved by the Department of Transport and appropriate to the category of licence or rating for which application is being made.

Authority

Holders of an appropriate Department of Transport Operating Certificate are authorized to offer to the public, courses of instrument flight training which will enable a student to meet the requirements for the granting of

- (a) the night rating to a pilot licence,
- (b) a Commercial Pilot Licence, and
- (c) the instrument rating.

9. Medical Fitness

(a) A medical examination required for the issue or revalidation of a flight crew permit or licence shall be conducted by a Civil Aviation Medical Examiner in accordance with the Medical Standards for Civil Aviation Personnel Licensing. A candidate for issue or revalidation of a flight crew permit or licence requiring a medical examination should make an appointment with

- (i) a medical examiner listed in the Personnel Licensing Handbook, Volume 3 - Medical Requirements,
- (ii) a Canadian Forces Regular Medical Officer provided the candidate being examined is either a regular member of the Canadian Forces, an Air Cadet or a civilian in residence on a Canadian Forces Base, or
- (iii) in the case of an applicant residing outside of Canada, a medical examiner appointed by the Licence Authority of a Member State of the International Civil Aviation Organization.

(b) On completion of the medical examination and assessment of the medical examination report by the Department of Health and Welfare, the candidate will be informed of the results of this assessment by issue of a Licence Validation Certificate or by letter.

10. Licence Validation Certificate

(a) When the holder of a permit or licence undergoes a medical re-examination to extend the medical validity of his permit or licence, he must present his Licence Validation Certificate to the medical examiner and ensure that the examiner endorses the result of the examination in the space provided for that purpose on the back of Form 26-0055.

(b) Where validity is expressed to begin or end at, on or with a specified day or to continue to or until a specified day, the time includes that day.

(c) Where validity is expressed as 90 days it means three months, or as 180 days it means six months.

(d) Endorsement attesting to a satisfactory medical re-examination by a medical examiner listed in the Personnel Licensing Handbook, Volume 3 - Medical Requirements or a Canadian Forces Regular Medical Officer will constitute revalidation of a permit or licence until issue of a new Licence Validation Certificate by the Department of Transport or for a maximum period of 3 months from the date of medical re-examination, whichever is the earlier.

(e) To maintain continuous medical validity of a permit or licence, the holder should arrange to have his next medical examination completed during the last month of the medical validity period of the permit or licence. For example, a holder whose permit or licence is medically valid until October 1, should have his next medical examination during the month of September.

11. Medical Examination Requirements - Issue and Revalidation Aviation Personnel Permits and Licences

The issue of a Licence Validation Certificate is subject to the receipt and satisfactory assessment of the medical reports, appropriate to the medical category desired, at intervals no less frequently than indicated and such additional information as may be required from time to time. Details of the medical examination requirements are contained in the Personnel Licensing Handbook, Volume 3. For ease of reference, these requirements are summarized in "The Table of Medical Examination Requirements", Appendix "A" of this chapter.

12. Metric Units of Measurement

As part of the program to introduce the metric system of measurement, certain aspects of aviation personnel licensing will, in due course, be converted to metric units. Implementation of the program will take some time in consideration of the necessary changes in the Air Navigation Orders, Personnel Licensing Handbooks and the computer program through which the permits and licences are issued.

13. Replacement of Personnel Permits or Licences

(a) Permit or Licence Lost or Destroyed

A personnel permit or licence that has been lost or destroyed may be replaced on application to the Regional Director, Aviation Licensing accompanied by

- (i) a \$42.00 fee; and
- (ii) the following declaration:

"I _____ hereby certify that I am the holder of
name _____ number _____ issued by
permit/licence title _____

the Minister of Transport. I declare that the said document
has been lost/destroyed and I hereby apply for the
replacement of the said document.

NOTES 1: It is a summary conviction offence to make a false representation.

2: In extenuating circumstances the Regional Director, Aviation Licensing may waive payment of the fee.

(b) Change of Name - Marriage or Court Order

The personnel permit or licence of a person whose name has changed may be replaced without charge on application to the Regional Director, Aviation Licensing. The application must be accompanied by proof of change of name

either through the court or through marriage.

(c) Change of Name - Assumed

For personnel licensing purposes a person may use the name by which one is commonly known without a legal change of name. Applicants who wish to do so are required to submit the following declaration:

Declaration of Name for Personnel Permits/Licences

"I am the person whose former name is _____ as shown on the attached document (Birth Certificate, Baptismal Certificate, Passport, etc.). The name that I am known by and commonly use and that I wish to appear on my personnel ~~permit/~~licence issued by the Minister of Transport is _____ . I understand that before further change in my name can be made for licensing purposes, I must submit proof of change of name from the Government of the Province in which I am residing at the time.

Date _____ Signed _____ "
(Assumed Name)

(d) Change of Citizenship

The personnel ~~permit or~~ licence of a person whose citizenship has changed may be replaced without charge on application to the Regional Director, Aviation Licensing. The application must be accompanied by proof of citizenship (Citizenship Certificate, valid Passport, etc.).

(e) The Department of Transport shall be notified of any change of permanent address within 7 days following the change. Notification may be made by a submission showing the new address, and annotated "change of address".

14. Suspension of a Permit, Licence or Rating

At the time of suspension the applicant shall be provided with a "Notice of Suspension" in accordance with 7.1(2) of the Aeronautics Act.

15. Reinstatement of Suspended Permit, Licence or Rating

(a) Medical Unfitness

To reinstate a personnel permit, licence or rating that has been suspended under the Aeronautics Act subsection 7.1 (1) for medical unfitness a person shall be required to pass such tests and examinations as are necessary to re-establish medical fitness.

(b) Incompetence, Qualifications Lacking, or Conditions Not Met

To reinstate a personnel permit, licence or rating that has been suspended under the Aeronautics Act subsection 7.1 (1) for incompetence, qualifications lacking, or conditions not met a person may be required to do additional study and training and to pass such tests and examinations as are necessary to demonstrate competence.

16. Pilot Training Record

Pilot Training Record Forms 26-0313 and 26-0316 are available upon receipt of a handling and mailing charge of \$1.00 per copy from:

Transport Canada (AANDHE)
Transport Canada Bldg.
Tower C, 330 Sparks Street
Ottawa, Ontario, CANADA
K1A 0N8

Phone: (613) 991-9973

Appendix "A" to Chapter 1
TABLE OF MEDICAL EXAMINATION REQUIREMENTS

		MINIMUM MEDICAL CATEGORY REQUIRED	FREQUENCY OF PERIODIC MEDICAL DOCUMENTATION		
LICENCE DESIRED		MEDICAL REPORT (MER)	ELECTRO-CARDIOGRAM (ECG)	AUDIOGRAM	
-Airline Transport -Commercial Except Ultra-light Aeroplanes	1	Every 12 months. After age 40, every 6 months.	Initial medical exam. Within 2 years of each medical exam between ages 30-40. Within 12 months of each medical exam after age 40.	Initial medical exam. At the first medical exam after age 55, unless tested satisfactorily during the preceding 5 years. Other times when clinically indicated.	
-Air Traffic Controller -Flight Engineer	2	Every 12 months.			
-Private Pilot except Ultra-light Aeroplanes -Balloon Pilot	3	Every 24 months. After age 40, every 12 months.	Within 5 years of each medical exam after age 40.	Not required unless clinically indicated.	
-Commercial Pilot Ultra-light Aeroplane	3	Every 60 months.			
-Glider Pilot -Private Pilot Ultra-light Aeroplane	4	Every 60 months. (Medical Declaration unless full medical exam clinically required.)			

NOTE: The Medical Standard for the Recreational Pilot Permit - Aeroplanes is to be developed.

(e) The Department of Transport shall be notified of any change of permanent address within 7 days following the change. Notification may be made by a submission showing the new address, and annotated "change of address".

14. Personal Logs

(a) Loss of Personal Log

An applicant for a flight crew permit, licence or rating who is unable to provide proof of flying experience, due to extenuating circumstances such as loss of records through fire, theft, etc., may submit an Affidavit or Statutory Declaration sworn before a Commissioner, to the appropriate Regional Director, Aviation Licensing.

(i) The declaration shall contain a breakdown of flying experience claimed, appropriate to the permit, licence or rating applied for and shall include the following details:

- (A) hours flown by day and by night on single and multi-engine aircraft as pilot-in-command, co-pilot and dual;
- (B) hours flown cross-country by day and by night as pilot-in-command, co-pilot and dual;
- (C) hours of instrument flight time and approved instrument ground trainer time;
- (D) aircraft types and registrations; and, where applicable
- (E) employers and dates of employment.

(ii) The declaration should contain an explanation of the circumstances which prevented the submission of a personal log and a statement declaring that all attempts to reproduce and certify entries in a personal log have been unsuccessful.

(iii) Corroborating evidence, such as copies of journey log book entries, should be obtained wherever possible.

(iv) Applications when supported by such Affidavits or Statutory Declarations shall be given careful consideration before being approved. The Regional Director is not compelled to grant approval if any doubt exists as to the accuracy of the flying experience claimed or the authenticity of the declaration.

(v) All examinations and tests for the type of permit, licence or rating applied for shall be required to be successfully completed by the applicant.

(b) Lack of Personal Log - Refugee Applicants

Many bona fide landed immigrants entering Canada as stateless persons or refugees are not in a position to produce documentation confirming their flying experience. In such cases, in lieu of a certified personal log, an Affidavit or Statutory Declaration may be accepted.

- (i) The declaration is subject to the same conditions as set out in paragraph (a) above.
- (ii) Whenever possible, the declaration should emanate from the office of the Consulate of the applicant's country of origin.

(c) Lack of Personal Log - Foreign Licence Holders

Holders of valid pilot licences issued by a Contracting State unable to provide a certified personal log may be credited with the minimum experience specified in ICAO Annex 1, for the foreign licence held.

15. Suspension of a Permit, Licence or Rating

At the time of suspension the applicant shall be provided with a "Notice of Suspension" in accordance with 7.1(2) of the Aeronautics Act.

16. Reinstatement of Suspended Permit, Licence or Rating

(a) Medical Unfitness

To reinstate a personnel permit, licence or rating that has been suspended under the Aeronautics Act subsection 7.1 (1) for medical unfitness a person shall be required to pass such tests and examinations as are necessary to re-establish medical fitness.

(b) Incompetence, Qualifications Lacking, or Conditions Not Met

To reinstate a personnel permit, licence or rating that has been suspended under the Aeronautics Act subsection 7.1 (1) for incompetence, qualifications lacking, or conditions not met a person may be required to do additional study and training and to pass such tests and examinations as are necessary to demonstrate competence.

17. Pilot Training Record

Pilot Training Record Forms 26-0313 and 26-0316 are available upon receipt of a handling and mailing charge of \$1.00 per copy from:

Transport Canada (AANDHB)
Transport Canada Bldg.
Tower C, 330 Sparks Street
Ottawa, Ontario, CANADA
K1A 0N8

Phone: (613) 991-9973
Fax: (613) 990-6215

Appendix "A" to Chapter 1
TABLE OF MEDICAL EXAMINATION REQUIREMENTS

		MINIMUM MEDICAL CATEGORY REQUIRED	FREQUENCY OF PERIODIC MEDICAL DOCUMENTATION	
LICENCE DESIRED		MEDICAL REPORT (MER)	ELECTRO-CARDIOGRAM (ECG)	AUDIOGRAM
-Airline Transport -Commercial Except Ultra-light Aeroplanes	1	Every 12 months. After age 40, every 6 months.	Initial medical exam. Within 2 years of each medical exam between ages 30-40. Within 12 months of each medical exam after age 40.	Initial medical exam. At the first medical exam after age 55, unless tested satisfactorily during the preceding 5 years. Other times when clinically indicated.
-Air Traffic Controller	2	Every 24 months. After age 40, every 12 months		
-Flight Engineer	2	Every 12 months		
-Private Pilot except Ultra-light Aeroplanes -Balloon Pilot	3	Every 24 months. After age 40, every 12 months.	Within 5 years of each medical exam after age 40.	Not required unless clinically indicated.
-Recreational Pilot Permit - Aeroplanes -Student Pilot Permit - Aeroplane	4	Every 60 months. After age 40, every 24 months	At first medical after age 40 At first medical after age 50 and every second renewal thereafter (every 4 years).	
-Commercial Pilot Ultra-light Aeroplane	3	Every 60 months.		
-Glider Pilot -Private Pilot Ultra-light Aeroplane	4	Every 60 months. (Medical Declaration unless full medical exam clinically required.)		

The following explanatory notes refer to the Table of Medical Examination Requirements on the preceding page:

- (i) The period of validity of the medical examination is calculated from the first day of the month following the date of medical declaration or medical examination.
- (ii) Unless otherwise specified an electrocardiogram shall be a standard 12 lead fasting electrocardiogram.
- (iii) When an electrocardiogram or audiogram is required "at the next examination" it should be submitted either with the next report of medical examination, or within the 30 days preceding the date of medical examination.
- (iv) In order for an electrocardiogram or audiogram to be accepted as meeting the above requirements it shall normally be forwarded for receipt by TC, within 60 days of the date of the electrocardiogram or audiogram.
- (v) An applicant shall be tested on a pure tone audiometer at the initial examination for a Medical Category 1 or 2 and at the first medical examination after age 55, unless tested satisfactorily during the preceding five years.

The following explanatory notes refer to the Table of Medical Examination Requirements on the preceding page:

- (i) The period of validity of the medical examination is calculated from the first day of the month following the date of ~~medical declaration~~ or medical examination.
- (ii) Unless otherwise specified an electrocardiogram shall be a standard 12 lead fasting electrocardiogram.
- (iii) When an electrocardiogram or audiogram is required "at the next examination" it should be submitted either with the next report of medical examination, or within the 30 days preceding the date of medical examination.
- (iv) In order for an electrocardiogram or audiogram to be accepted as meeting the above requirements it shall normally be forwarded for receipt by TC, within 60 days of the date of the electrocardiogram or audiogram.
- (v) An applicant shall be tested on a pure tone audiometer at the initial examination for a Medical Category 1 or 2 and at the first medical examination after age 55, unless tested satisfactorily during the preceding five years.

CHAPTER 2 -

STUDENT PILOT PERMIT - AEROPLANE, HELICOPTER, GYROPLANE, BALLOON, GLIDER AND ULTRA-LIGHT AEROPLANE CATEGORY AIRCRAFT

A Student Pilot Permit, valid for the category of aircraft in which flight training is to be undertaken is required for the purpose of completing the solo flight requirements for issue of a permit or licence.

1. Requirements for Issue of a Student Pilot Permit

An applicant for a Student Pilot Permit shall meet the following requirements:

(a) Age - confirmation of age in accordance with Chapter 1, paragraph 2(c).

An applicant shall have reached his fourteenth birthday.

(b) Medical Fitness

(i) An applicant for a Student Pilot Permit - Helicopter, Gyroplane or Balloon category shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of one of the following:

(A) a Medical Assessment Letter (Form 26-0417), Category 1 or 3; or
(B) a valid Medical Certificate (Form 26-0055), Category 1 or 3.

(ii) An applicant for a Student Pilot Permit - Aeroplane category shall provide the following:

(A) an applicant who meets the conditions specified on the Civil Aviation Medical Declaration (Part B of Form 26-0297) may sign that Declaration. A Physician licensed to practice medicine in Canada must complete Part C of the Declaration. The applicant may then be deemed to have met the Category 4 Medical Standards for Civil Aviation Personnel Licensing, and be issued a Medical Certificate, Category 4.

(B) An applicant who does not meet the conditions specified on the Civil Aviation Medical Declaration shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a valid Medical Certificate or Medical Assessment Letter, Category 1, 3 or 4.

(iii) An applicant for a Student Pilot Permit - Glider or Ultra-Light Aeroplane category shall provide the following:

(A) an applicant who meets the conditions specified on the Civil Aviation Medical Declaration (Part B of Form 26-0297) may sign that Declaration and be deemed to have met the ~~limited~~ Category 4 Medical Standards for Civil Aviation Personnel Licensing, or

(B) an applicant who does not meet the conditions specified on the Civil Aviation Medical Declaration shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a valid Medical Certificate or a Medical Assessment Letter (Form 26-0417), Category 1, 3 or 4.

(c) Citizenship - confirmation of citizenship in accordance with Chapter 1, paragraph 2(b).

(d) Knowledge - present evidence of having demonstrated his knowledge in accordance with the following:

In the case of

- (i) an applicant enrolled at a flying club or flying school authorized by the Department of Transport, certify that the applicant has reached a satisfactory standard of knowledge, by providing a statement of assurance from the club or school that the applicant has obtained not less than 90% in the written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR) on the Air Regulations, Air Navigation Orders, Air Traffic Control Clearances and Instructions, Air Traffic Control procedures as they apply to the control of VFR traffic, Air Traffic Control procedures at uncontrolled airports and aerodromes, Special VFR Regulations, Information Circulars and A.I.P Canada Supplements developed in accordance with Department of Transport instructions, using questions from the Study and Reference Guide: Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (TP11919E). The PSTAR examination shall be corrected to 100% by the flying club or flying school flight or ground instructor staff who will ensure that applicants thoroughly review their weak knowledge areas;
- (ii) an applicant for ultra-light aeroplane pilot training, provide a statement of assurance from the holder of an Ultra-Light Aeroplane Commercial Pilot Licence or the holder of a Flight Instructor Rating - Aeroplane Category that the applicant has passed a pre-solo examination approved by the Department of Transport Regional Office including Air Regulations, Air Navigation Orders, Air Traffic Rules and Procedures, Information Circulars, NOTAM, basic aerodynamics applicable to the type of ultra-light being used for the training, meteorological phenomena as applicable and stall recognition and recovery procedures. This examination shall be administered by the holder of an Ultra-Light Aeroplane Commercial Pilot Licence or a Flight Instructor Rating - Aeroplane Category and should include the appropriate questions selected from the Ultra-Light Aeroplane and Hang Glider Information Manual (TP 4310E);
- (iii) an applicant for glider pilot training, provide a statement of assurance from the holder of a valid Canadian Glider Pilot Licence endorsed for glider instructor privileges that he has passed an examination on the subjects set forth in (iv) below; and
- (iv) all other applicants, obtain not less than 90% in a Department of Transport written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR) completed at a Department

of Transport facility on Air Regulations, Air Navigation Orders, Air Traffic Control Clearances and Instructions, Air Traffic Control procedures as they apply to the control of VFR traffic, Air Traffic Control procedures at uncontrolled airports and aerodromes, Special VFR Regulations, Information Circulars and A.I.P Canada Supplements. The examination is developed using questions from the Study and Reference Guide: Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (TP11919E). The PSTAR examination shall be corrected to 100% by a computer feedback letter keyed to the study and reference guide.

(e) Experience and Skill

- (i) Subject to (ii) and (iii) below, an applicant shall present a pilot log book with a certification therein from the holder of a valid Canadian Pilot Licence, endorsed for the category of aircraft in which training is to be completed and with a valid instructor rating in the case of aeroplanes, helicopters, gyroplanes, balloons and gliders, certifying that he has reached a satisfactory standard of experience and skill to complete solo flight.
- (ii) An Ultra-Light Aeroplane Student Pilot Permit applicant shall have his pilot log book certified by the holder of a Commercial Pilot Licence - Ultra-Light Aeroplane Category or the holder of a Flight Instructor Rating - Aeroplane Category that the applicant has reached a satisfactory standard of experience and skill to complete solo flight.
- (iii) A Gyroplane Student Pilot Permit applicant may have his pilot log book certified by the holder of a valid Canadian Pilot Licence endorsed for gyroplanes who has been approved as an alternate gyroplane instructor.

2. Issue of Student Pilot Permit

- (a) Once the Age, Medical Fitness, Citizenship and Knowledge requirements specified in section 1 have been met and evidence thereof presented to an authorized person, a Student Pilot Permit in the category applied for will be issued. The instructor will be responsible for ensuring that the experience and skill requirements are met before authorizing solo flight.
- (b) A foreign applicant for a Student Pilot Permit - Aeroplane, Glider or Balloon Category may be issued a Student Pilot Permit for a maximum period of 90 days based on the applicant's valid foreign medical. The foreign medical validity period must be in accordance with the Canadian validity period for the category of permit requested.
- (c) Since only one category of aircraft may be entered on the Student Pilot Permit by an authorized person, a student completing training in two different categories of aircraft (e.g. aeroplane, glider, ultra-light aeroplane, etc.) at the same time must be issued a second Student Pilot Permit provided the original Medical category is valid for the additional category.

3. Privileges

The privileges attached to Student Pilot Permits may be found in Air Navigation Order, Series IV, No. 2.

4. Re-issue

The applicant must re-apply for the issue of a new Student Pilot Permit upon expiry of the permit in his possession. Re-issue of the Student Pilot Permit is accomplished by satisfying the requirements for initial issue in accordance with section 1 of this chapter. A valid Medical Certificate does not revalidate or extend the expiry date on the Student Pilot Permit.

5. Certification of Additional Privileges

A valid Medical Certificate in the appropriate category must accompany the Student Pilot Permit for the certification of additional privileges.

6. Medical Certificate

The normal medical validity period for a permit holder is:

- (a) in the case of an ~~Aeroplane~~, Ultra-Light Aeroplane or a Glider category permit, 60 months; and
- (b) in the case of all other aircraft category permits
 - (i) 24 months, if the holder thereof is under 40 years of age, or
 - (ii) 12 months, if the holder thereof is 40 years of age or over.

See Chapter 1, Appendix "A", for Table of Medical Examination Requirements.

CHAPTER 3 - GLIDER PILOT LICENCE

1. Applicability

- (a) Except as specified in (b) below, aircraft certificated as gliders and powered gliders are, for pilot licensing purposes, deemed to be gliders. The passenger carrying privileges of the licence will relate to the method of launch used (towed or winched).
- (b) Aircraft certified as powered gliders having more than one seat and a self-launch capability are, for pilot licensing purposes, deemed to be aeroplanes and the aeroplane pilot licensing standards will apply.

2. Age

Prior to issue of the licence, an applicant shall have reached his sixteenth birthday.

3. Medical Fitness and Revalidation

- (a) An applicant who meets the conditions specified on the Civil Aviation Medical Declaration (Part B of Form 26-0297) may sign that Declaration and be deemed to have met the Category 4 Medical Standards for Civil Aviation Personnel Licensing and be issued a Medical Certificate Category 4.
- (b) An applicant who does not meet the conditions specified on the Civil Aviation Medical Declaration shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a valid Medical Certificate Category 1, 3 or 4.
- (c) An applicant for a Flight Instructor Rating - Glider Category, shall hold a Medical Certificate Category 1 or 3.
- (d) The normal medical validity period for the licence holder is 60 months.
- (e) Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements and issue of a new Category 1, 3 or 4 Medical Certificate, as the case may be.
- (f) A summary of the medical examination requirements for issue and revalidation of the licence is set forth in Chapter 1, Appendix "A".

4. Knowledge

- (a) Except as provided in sections 8, 9 and 11, an applicant shall have completed a course of not less than 15 hours of glider pilot licence ground school instruction on the following subjects:
 - (i) Air Regulations,
 - (ii) Aerodynamics and Theory of flight,

- (iii) Meteorology,
- (iv) Airframes and Systems,
- (v) Flight Instruments,
- (vi) Navigation,
- (vii) Flight Operations,
- (viii) Emergency Procedures, and
- (ix) Human factors including pilot decision-making.

- (b) Except as provided in sections 8 and 11, an applicant shall demonstrate his knowledge with respect to the subjects of paragraph 4(a) above, by obtaining not less than 60% in the Glider Pilot Licence written examination (GLIDE).

5. Experience

- (a) Except as provided in section 11, an applicant shall have completed a course of not less than 6 hours of glider pilot flight training, under the supervision and direction of a qualified Flight Instructor.
- (b) The course in paragraph 5(a) above shall:
 - (i) be completed within the 24 months preceding the date of application for the licence, and
 - (ii) include not less than
 - (A) 1 hour dual instruction flight time; and
 - (B) 2 hours solo flight time including no fewer than 20 takeoffs and 20 landings.

6. Recording and Crediting of Flight Time

Training flight time and the method of launch shall be recorded in a pilot log book by the student. Accuracy of the entries shall be certified correct by the Chief Flight Instructor of the flying club or school or in other cases by the instructor(s) who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the accuracy of applicable entries in the pilot's log book. Detailed information regarding the crediting of flight time for the issue or endorsement of a pilot licence is set forth in Chapter 1, sections 6, 7 and 8 of this part.

7. Skill

- (a) Within the 12 months preceding the date of application for the licence, in preparation for and during a flight test in a glider, an applicant shall have satisfactorily demonstrated his familiarity with, and his ability to perform both normal and emergency manoeuvres on the ground and in flight to a degree of competency appropriate to the licence, in accordance with the flight manual or accepted procedures for the glider in which the test is conducted.
- (b) The test shall include those exercises set forth in the syllabus of glider pilot flight training.

(c) Flight tests may be conducted by the following persons:

- (i) a designated Department of Transport Civil Aviation Inspector,
- (ii) the holder of a valid Canadian Glider Pilot Licence endorsed with an Instructor Rating, or
- (iii) a person designated for that purpose by the Minister.

(d) The report of flight test may be in letter form and must accompany the licence application.

(e) On satisfactory completion of a flight test conducted in accordance with paragraph (a) above, the examiner shall certify the applicant's log book to the effect that the applicant has reached a level of skill of a pilot-in-command in gliders using the method of launch used in the test. The certification shall include signature and licence number of the examiner.

8. Licence Issued On the Basis of Foreign Licence

- (a) The holder of a valid pilot licence - glider category issued by a Contracting State or an organization acceptable to that state, may be deemed to have met the ground school instruction requirement of paragraph 4(a) above; and
- (b) may be deemed to have met the written examination requirement of paragraph 4(b) above and the flight test requirement of paragraph 7 above, provided that the foreign licence was not issued on the basis of a licence from another State and the applicant:
 - (i) meets the experience requirements of paragraph 5;
 - (ii) obtains not less than 90% in the written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR); and
 - (iii) has completed in gliders, not less than 5 take-offs and landings within the 6 months preceding the date of application for the Canadian licence; or
 - (iv) has completed a minimum of 2 take-offs and landings with and obtains a certificate of competency to carry passengers from the holder of a valid Canadian Glider Instructor Rating.
- (c) The licence shall be annotated to indicate that it was issued on the basis of the foreign licence.
- (d) In order for have the annotation removed from the licence an applicant shall
 - (i) complete the written examination requirements specified in 4(b) above; and
 - (ii) complete the skill requirement specified in 7 above.

9. Credits for Foreign Applicants

Holders of valid pilot licences - glider category issued by a Contracting State or an organization acceptable to that state who do not wish to obtain a licence issued on the basis of their foreign licence, may be deemed to have met the ground school instruction requirement of paragraph 4(a) above. All other Canadian requirements must be met.

10. Limited Term Pilot Licence

A Limited Term Pilot Licence and Medical Certificate (LTPL/MC) may be issued based on an applicant's valid foreign pilot licence and the medical document validating that licence subject to the following:

- (a) the foreign licence must have been issued by a Contracting State in accordance with Annex 1 of the Convention;
- (b) the validity period of the LTPL/MC shall not exceed 90 days from the date of original issue;
- (c) the applicant will not be required to write the PSTAR exam;
- (d) an LTPL/MC shall not be issued where more than 60 months has lapsed since the date of last medical examination;
- (e) an LTPL/MC may be issued where the remaining validity period of the foreign licence is less than 90 days; however, the expiry date of the LTPL/MC shall not exceed the date of expiry of the foreign document;
- (f) a Canadian Medical Certificate in the appropriate medical category may be used to validate an LTPL;
- (g) an LTPL/MC may be issued to an applicant once in any 12 month period, which shall be calculated from the date of issue of the previous LTPL/MC;
- (h) an LTPL may be endorsed for additional privileges when all requirements have been met; and
- (i) following the endorsement of additional privileges the valid to date of the re-issued LTPL shall be the same as that of the original document.

11. Other Category Credits

- (a) The holder of a valid Canadian pilot licence in any other category of aircraft except ultra-light aeroplanes is deemed to have satisfied 10 of the 15 hours ground school instruction requirement.
- (b) In the case of an applicant who holds a valid pilot licence - aeroplane category the total glider pilot flight training time in paragraph 5(a) above is reduced to not less than 3 hours, including the specific flight times set forth in sub-paragraph 5(b)(ii) above, and is deemed to have satisfied the ground school instruction requirement set forth in sub-paragraph 4(a) above.
- (c) An applicant who holds a valid pilot licence - aeroplane category may be deemed to have met the examination requirement specified in paragraph 4(b) above.

12. Privileges

The privileges attached to Glider Pilot Licences may be found in Air Navigation Order, Series IV, No. 2.

SUBCHAPTER 3(a) - GLIDER TOW PILOT QUALIFICATIONS

1. An experienced glider tow plane pilot is a pilot having not less than 100 hours flight time as pilot-in-command in aeroplanes, including no fewer than 100 glider tow flights.
2. No person shall act as the pilot-in-command of an aircraft towing gliders unless one of the following requirements is met or exceeded:
 - (a) If a tow plane pilot holds a Glider Pilot Licence and has performed 5 training tow flights under in-flight supervision by an experienced glider tow plane pilot, he must
 - (i) hold a pilot licence valid for aeroplanes,
 - (ii) have acquired not less than 45 hours as pilot-in-command flight time in aeroplanes, and
 - (iii) have not less than 5 hours pilot-in-command flight time on the tow plane type;
 - (b) If the tow plane pilot is not the holder of a Glider Pilot Licence but has performed 5 training tow flights under in-flight supervision by an experienced glider tow plane pilot, he must
 - (i) hold a pilot licence valid for aeroplanes,
 - (ii) have acquired not less than 65 hours as pilot-in-command flight time in aeroplanes, and
 - (iii) have not less than 5 hours pilot-in-command flight time on the tow plane type; or
 - (c) If the tow plane pilot has not performed 5 training tow flights under in-flight supervision by an experienced tow plane pilot and does not hold a Glider Pilot Licence, he must
 - (i) hold at least a Private Pilot Licence valid for aeroplanes,
 - (ii) have acquired not less than 100 hours pilot-in-command flight time experience, of which 25 hours may have been acquired in gliders, and
 - (iii) be thoroughly familiar with the operating limitations of the glider being towed and, with necessary emergency procedures.



CHAPTER 4 - PRIVATE PILOT LICENCE

1. Age

An applicant shall have reached his seventeenth birthday.

2. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a Category 1 or 3 ~~Medical~~ Certificate valid for a Private Pilot Licence (see Chapter 1, Appendix "A").

The normal medical validity period for the licence holder under 40 years of age is 24 months and for a licence holder 40 years of age or over, is 12 months. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1 or 3 ~~Medical~~ Certificate.

3. Training

All ground and flight training shall be conducted in accordance with the "Standards and Procedures for Flight Training Units" specified in Part IV of this Manual.

4. Knowledge

Except as otherwise provided for in sections 9, 10, 11 and 13 of this Chapter, an applicant shall have demonstrated his knowledge by

- (a) completing a course of not less than 40 hours private pilot aeroplane, gyroplane or helicopter ground school instruction, as the case may be, on the following subjects:
 - (i) Air Regulations,
 - (ii) Aerodynamics and Theory of Flight,
 - (iii) Meteorology,
 - (iv) Airframes, Engines and Systems,
 - (v) Flight Instruments,
 - (vi) Radio and Electronic Theory,
 - (vii) Navigation,
 - (viii) Flight Operations,
 - (ix) Licensing Requirements, and
 - (x) Human Factors, including pilot decision-making; and
- (b) obtaining not less than 60% in a written examination on the subjects listed in (a) applicable to gyroplanes (GYROP); or
- (c) in the case of aeroplanes (PPAER) or helicopters (PPHEL), obtaining not less than 60% in each of the following four mandatory subject areas as well as in the overall examination:
 - (i) Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence;
 - (ii) Navigation - navigation, radio aids and electronic theory;

- (iii) Meteorology;
- (iv) Aeronautics - General Knowledge - airframes, engines and systems, theory of flight, flight instruments and flight operations.

5. Experience

- (a) An applicant shall have completed a course of not less than 45 hours private pilot flight training which, except as may otherwise be authorized in section 14, shall be under the direction and supervision of a qualified flight instructor on the applicable category of aircraft.
- (b) Except as provided for in section 13 below, the course of flight training specified in (a) above shall be acquired in the same category of aircraft (aeroplane, gyroplane, helicopter) and include not less than:
 - (i) Aeroplane Category
 - (A) 17 hours dual instruction flight time, including not less than 3 hours cross-country flight time and 5 hours of instrument time of which not more than 2 hours may be instrument ground time. Instrument ground time shall be in addition to the 45 hours flight time required in paragraph 5(a) and the 17 hours dual instruction flight time required by this section, and
 - (B) 12 hours solo flight time including 5 hours cross-country flight time with a flight of not less than 150 nautical miles and shall, except where authorized by the Minister, include 2 full stop landings at points other than the point of departure.
 - (ii) Helicopter Category
 - (A) 17 hours dual instruction flight time, including not less than 3 hours cross-country flight time and 5 hours of instrument time of which not more than 2 hours may be instrument ground time, which shall be in addition to the 45 hours flight time required in paragraph 5(a) and the 17 hours dual instruction flight time required by this section, and
 - (B) 12 hours solo flight time including 5 hours cross-country flight time with a flight of not less than 100 nautical miles and shall, except when authorized by the Minister, include no fewer than 2 full stop landings at points other than the point of departure.
 - (iii) Gyroplane Category - two or more seats
 - (A) 12 hours dual instruction flight time including 2 hours cross-country flight time, and
 - (B) 12 hours solo flight time including 3 hours cross-country flight time with a flight of not less than 60 nautical miles and shall, except when authorized by the Minister, include 2 full stop landings at points other than the point of departure.

(iv) Gyroplane Category - single seat

In the case of an applicant whose training is completed in a single-seat gyroplane, the 45 hours pilot flight time in gyroplanes in (a) above shall include

- (A) 3 hours cross-country flight time with a triangular flight of not less than 60 nautical miles and shall, except when authorized by the Minister, include 2 full stop landings at points other than the point of departure; and
- (B) 15 hours may be in towed flight.

6. Recording and Crediting of Flight Time

Training flight time shall be recorded in a pilot log book by the student. Accuracy of the entries shall be certified correct by the Chief Flight Instructor of the flying club or school or in other cases by the instructor(s) who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the accuracy of applicable entries in the pilot's log book. Detailed information regarding the crediting of flight time for the issue and endorsement of a pilot licence is set forth in sections 6, 7 and 8 of Chapter 1 of this Part.

7. Skill

- (a) Except as otherwise provided for in sections 9 and 10 of this Chapter:
 - (i) an applicant for Private Pilot Licence - Aeroplane Category shall have satisfactorily demonstrated in flight and on the ground his ability to perform as the pilot-in command of an aeroplane, the procedures and manoeuvres set forth in the Flight Test Guide Private and Commercial Pilot Licences - Aeroplanes (TP 2655E) with a degree of competency appropriate to the privileges granted to the holder of a Private Pilot Licence - Aeroplane Category;
 - (ii) an applicant for a Private Pilot Licence - Helicopter or Gyroplane Category shall have satisfactorily demonstrated in flight and on the ground his familiarity with, and his ability to perform, both normal and emergency manoeuvres appropriate to the category and class of aircraft used in the test and with a degree of competency appropriate to the privileges granted by the licence applied for; and
- (b) where an applicant undertakes his flight training and flight test in a single-seat gyroplane, the flight test shall be conducted by the person referred to in section 14 and may be observed from another aircraft or the ground.

8. Privileges

The privileges attached to Private Pilot Licences may be found in Air Navigation Order, Series IV, No. 2.

9. Credits for DND Applicants

Active and retired Canadian Forces personnel who have qualified to pilot wings standard may be deemed to have met the course of ground school training of paragraph 4(a). These pilots may also be deemed to have met the written examination requirement of paragraph 4(b), the course requirement of paragraph 5(a) and the flight test requirement of section 7 provided that

- (a) the applicant meets the experience requirements of paragraph 5(b) of which not less than 10 hours flight time in the applicable aircraft category shall have been acquired in the 12 months preceding the date of application; and
- (b) the applicant obtains not less than 90% in the written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR).

10. Licence Issued On the Basis of Foreign Licence

- (a) Holders of valid Private or higher type pilot licences, in the applicable aircraft category, issued by a Contracting State may be deemed to have met the course of ground school training of paragraph 4(a); and
- (b) may be deemed to have met the written examination requirement of paragraph 4(b) or (c) above and the flight test requirement of paragraph 7 above, provided that the foreign licence was not issued on the basis of a licence from another State and the applicant:
 - (i) meets the experience requirements of paragraph 5(b)(i), (ii), (iii) or (iv) as applicable;
 - (ii) obtains not less than 90% in the written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR); and
 - (iii) has completed as pilot in command or co-pilot in the applicable aircraft category, not less than 5 take-offs and landings within the 6 months preceding the date of application for the Canadian licence.
- (c) The licence shall be annotated to indicate that it was issued on the basis of the foreign licence.
- (d) In order for have the annotation removed from the licence an applicant shall
 - (i) complete the written examination requirements specified in 4(c) above; and
 - (ii) complete the skill requirement specified in 7(a) above.

11. Credits for Foreign Applicants

Holders of valid Private or higher type pilot licences, in the applicable aircraft category, issued by a Contracting State who do not wish to obtain a licence issued on the basis of their foreign licence may be deemed to have met the course of ground school training of paragraph 4(a) above. All other Canadian requirements must be met.

12. Limited Term Pilot Licence

A Limited Term Pilot Licence and Medical Certificate (LTPL/MC) may be issued based on an applicant's valid foreign pilot licence and the medical document validating that licence subject to the following:

- (a) the foreign licence must have been issued by a Contracting State in accordance with Annex I of the Convention;
- (b) the validity period of the LTPL/MC shall not exceed 90 days from the date of original issue;
- (c) the applicant will not be required to write the PSTAR exam;
- (d) an LTPL/MC shall not be issued where:
 - (i) in the case of a pilot who is under 40 years of age more than 24 months has lapsed since the date of last medical examination, or
 - (ii) in the case of a pilot who is 40 years of age or older, more than 12 months has lapsed since the date of last medical examination;
- (e) an LTPL/MC may be issued where the remaining validity period of the foreign licence is less than 90 days; however, the expiry date of the LTPL/MC shall not exceed the date of expiry of the foreign document;
- (f) a Canadian Medical Certificate in the appropriate medical category may be used to validate an LTPL;
- (g) an LTPL/MC may be issued to an applicant once in any 12 month period, which shall be calculated from the date of issue of the previous LTPL/MC;
- (h) an LTPL may be endorsed for additional privileges when all requirements have been met; and
- (i) following the endorsement of additional privileges the valid to date of the re-issued LTPL shall be the same as that of the original document.

13. Other Credits

(a) Knowledge

- (i) Applicants who hold a private or higher type pilot licence for aeroplanes, helicopter, or gyroplanes may, when applying for the issue of an alternate category licence, have the 40 hour ground instruction requirement of paragraph 4(a) reduced to 20 hours and in the case of aeroplane and helicopter applicants in lieu of the written examination specified in 4(b), obtain 60% in an alternate category examination as follows:
 - (A) when applying for a helicopter category licence the holder of an aeroplane category licence shall complete the written examination, Private Pilot Helicopter Rating - Alternate Category (PHRAC); and

(B) when applying for an aeroplane category licence the holder of a helicopter category licence shall complete the written examination, Private Pilot Aeroplane Rating - Alternate Category (PARAC).

(b) Experience

Notwithstanding credits for experience in other categories, the flight time specified in paragraph 5(a) must include not less than 30 hours in the aircraft category of the licence for which application is made. On condition the applicant holds a pilot licence in the aircraft category for which experience is claimed, flight time credits may be included as follows.

(i) Paragraph 5(a) requirement:

- (A) Aeroplane, helicopter and gyroplane flight time - up to 15 hours.
- (B) Glider pilot-in-command flight time - up to 5 hours.
- (C) Three axis ultra-light aeroplane pilot-in-command flight time - up to 10 hours for aeroplane applicants only.

(ii) Paragraph 5(b) requirement:

- Aeroplane, helicopter and gyroplane solo flight time - up to 4 hours, 2 hours of which may be credited to solo cross-country flight time.
- (iii) Instrument flight time acquired in another category may be credited towards meeting the instrument experience requirements of sub-paragraph 5(b)(i) and (ii) provided that:
 - (A) the applicant holds a private or higher type licence in the other category; and
 - (B) the instrument flight time acquired in the other category is not credited towards the 17 hours of dual instruction flight time or the 12 hours solo flight time in sub-paragraph 5(b)(i) and (ii).

14. Alternate Gyroplane Instructor Qualifications

In those cases where a qualified gyroplane flight instructor is not available, the gyroplane training in 5(b) above may be conducted by a person approved by the Minister, who meets the following conditions:

- (a) is the holder of a pilot licence - gyroplane category, endorsed for the type of gyroplane in which instruction is to be given, who has completed
 - (i) not less than 50 hours flight time in powered gyroplanes, and
 - (ii) if towed flight instruction is to be given, 10 towed flights in gyroplanes; or
- (b) is the holder of a Flight Instructor Rating - Aeroplane or Helicopter category.

15. Night Rating

(a) An applicant for a night rating shall acquire dual night and instrument flight time for this rating from the holder of a flight instructor rating and, except as provided for below, he shall have acquired in the same category of aircraft, not less than 20 hours of pilot flight time which shall include not less than

- (i) 10 hours of night flight time including not less than
 - (A) 5 hours dual flight time, including 2 hours of cross-country flight time,
 - (B) 5 hours solo flight time, including 10 takeoffs, circuits and landings, and
- (ii) 10 hours dual instrument time of which not more than 5 hours may be instrument ground time. Instrument time shall be in addition to the 10 hours night flight time in sub-paragraph (a)(i) and where the instrument time includes instrument ground time the 10 hours night flight time shall be increased by an amount equivalent to the instrument ground time.

NOTE: The 5 hours dual instrument time acquired during private pilot flight training for the issue of a private pilot licence may be credited towards the night rating.

(b) In the case of an aeroplane, gyroplane or helicopter applicant who holds a licence endorsed with a night rating in one of the other categories, the pilot flight time in sub-paragraph (a) may be reduced to not less than 5 hours in the applicable category including not less than

- (i) 2 hours dual night flight time,
- (ii) 1 hour solo night flight time, and
- (iii) 1 hour dual instrument flight time which shall be in addition to the flight time of (i) and (ii).



CHAPTER 5(a) - COMMERCIAL PILOT LICENCE - AEROPLANE CATEGORY

1. Age

An applicant shall have reached his eighteenth birthday.

2. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of Category 1, Licence Validation Certificate valid for a Commercial Pilot Licence (see Chapter 1, Appendix "A").

The normal medical validity period for the licence holder under 40 years of age is 12 months and for a licence holder 40 years of age or over, is 6 months; however, the licence holder may exercise Private Pilot Licence - Aeroplane Category privileges until the end of the medical period specified for the Private Pilot Licence. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1, Licence Validation Certificate.

3. Training

All ground and flight training shall be conducted in accordance with the "Standards and Procedures for Flight Training Units" specified in Part IV of this manual.

4. Knowledge

Except as otherwise provided for in sections 10, 11 and 12 of this Chapter, an applicant shall have demonstrated his knowledge by

(a) completing a course of not less than 40 hours commercial pilot aeroplane ground school instruction, on the following subjects:

- (i) Air Regulations,
- (ii) Aerodynamics and Theory of Flight,
- (iii) Meteorology,
- (iv) Airframes, Engines and Systems,
- (v) Flight Instruments,
- (vi) Radio and Electronic Theory,
- (vii) Navigation,
- (viii) Flight Operations,
- (ix) Licensing Requirements, and
- (x) Human factors including pilot decision-making; and

(b) obtaining not less than 60% in each of the following four mandatory subjects areas as well as in the overall written examination (CPAER):

- (i) Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence;
- (ii) Navigation - navigation, radio aids and electronic theory;
- (iii) Meteorology;
- (iv) Aeronautics - General Knowledge - airframes, engines and systems, theory of flight, flight instruments and flight operations.

5. Experience

Except as otherwise provided for in sections 10 to 13 of this Chapter,

- (a) an applicant shall have acquired, in aeroplanes, not less than 200 hours flight time of which not less than 100 hours shall be pilot-in-command time including 20 hours cross-country pilot-in-command flight time; and
- (b) an applicant shall, following the issue of a Private Pilot Licence - Aeroplane Category by Canada or other Contracting State, have completed 65 hours of commercial pilot flight training in aeroplanes consisting of not less than
 - (i) 35 hours of dual instruction flight time, including
 - (A) 5 hours night, including at least 2 hours of cross-country flight time;
 - (B) 5 hours cross-country, which may include the cross-country experience from (A) above; and
 - (C) 20 hours of instrument flight time in addition to the experience stated in (A) and (B) above.
 - (D) Credit for up to 10 hours of the 20 hours of dual instrument flight time in (C) above will be given for instrument ground time, providing the applicant has completed the total hours of dual commercial flight time specified in sub-paragraph (b)(i) above.
 - (ii) 30 hours of solo flight time including
 - (A) 25 hours of solo flight time emphasizing the improvement of general flying skills of the applicant and shall include a cross-country flight to a point of not less than 300 nautical mile radius from the point of departure and, except where authorized by the Minister, include at least 3 landings at points other than that of departure, and
 - (B) 5 hours of solo flight time by night during which 10 takeoffs, circuits and landings were completed.

6. Recording and Crediting of Flight Time

Training flight time shall be recorded in a pilot log book by the student. Accuracy of the entries shall be certified correct by the Chief Flight Instructor of the flying club or school or in other cases by the instructor(s) who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the accuracy of applicable entries in the pilot's log book. Detailed information regarding the crediting of flight time for the issue or endorsement of a pilot licence is set forth in sections 6, 7 and 8 of Chapter 1 of this Part.

7. Skill

Except as otherwise provided for in sections 10 and 11 of this Chapter, an applicant shall have demonstrated in flight and on the ground his ability to perform as the pilot-in-command of an aeroplane, the procedures and manoeuvres set forth in the Flight Test Guide Private and Commercial Pilot Licences - Aeroplanes (TP 2655E) with a degree of competency appropriate to the privileges granted to the holder of a Commercial Pilot Licence.

8. Second Officer - Aeroplane Type Rating

- (a) A valid Commercial Pilot Licence or higher - Aeroplane Category may be endorsed for Second Officer privileges in a specific aeroplane type on submission of
 - (i) an application on Form 26-0083, "Flight Crew Licence - Application for Rating",
 - (ii) evidence of successfully completing a Second Officer training course during the 12 months preceding the date of application. The course completion date must be entered on Form 26-0083 or in a letter from the carrier,
 - (iii) the report of a Second Officer proficiency check conducted during the 12 months preceding the date of application in the aeroplane type or approved aeroplane type simulator to be endorsed on the licence, and
 - (iv) the appropriate fee.
- (b) A Second Officer - Aeroplane Type Rating does not, in itself, convey any pilot privileges upon the licence holder.

9. Privileges

The privileges attached to Commercial Pilot Licences may be found in Air Navigation Order, Series IV, No. 2.

10. Credits for DND Applicants

Active and retired Canadian Forces personnel who ~~are~~ qualified to pilot wings standard may be deemed to have met the course of ground school training of paragraph 4(a). These pilots may also be deemed to have met the written examination requirement of paragraph 4(b), the requirement to hold a Private Pilot Licence of paragraph 5(b) and the flight test requirement of section 7 provided that

- (a) the applicant meets the experience requirements of section 5 of which not less than 10 hours flight time was acquired in aeroplanes in the 12 months preceding the date of application; and
- (b) the applicant obtains not less than 60% in the written examination Air Regulations, Air Traffic Rules and Procedures (Commercial) Aeroplane (ARPCO).

11. Credits for Foreign Applicants

Provided that the applicant meets the experience requirements of paragraph 5, holders of valid Commercial or higher type pilot licences in the aeroplane category issued by a Contracting State may be deemed to have met the course of ground school instruction of paragraph 4(a).

12. Other Credits

- (a) An applicant who holds a Commercial Pilot Licence - Helicopter Category, who completes a course of not less than 20 hours Commercial Pilot - Aeroplane Category ground school may be deemed to have met the course of ground school requirement of paragraph 4(a) and from the written examination requirement of paragraph 4(b) provided that he obtains 60% in the written examination Commercial Pilot Aeroplane Rating - Alternate Category (CARAC).

(b) The 200 hours pilot time requirement of paragraph 5(a) may be deemed to have been met where an applicant holds a Commercial Pilot Licence - Helicopter Category, provided that he has acquired not less than 100 hours pilot flight time in aeroplanes which shall include the flight time requirement in paragraph 5(b).

(c) Where an applicant holds a Private Pilot Licence - Helicopter Category or Glider Pilot Licence,

- (i) the 200 hours flight time requirement of paragraph 5(a) may include not more than 50 hours of pilot flight time in helicopters or gliders, as the case may be. Except as specified in paragraph (ii) below, this time may not be credited towards the 100 hour pilot-in-command flight time specified in paragraph 5(a), and
- (ii) the 100 hours pilot-in-command flight time requirement of paragraph 5(a) may include not more than 25 hours of pilot-in-command flight time in helicopters.

(d) Instrument flight time acquired in helicopters may be credited towards meeting the experience requirements of sub-paragraph 5(b)(i)(C) provided that

- (i) the applicant has acquired not less than 10 hours of dual instrument flight time in aeroplanes; and
- (ii) the instrument flight time in helicopters is not credited towards the 35 hours of dual instruction flight time of sub-paragraph 5(b)(i) or the 30 hours solo flight time in sub-paragraph 5(b)(ii)

(e) The night flight time requirement of sub-paragraphs 5(b)(i)(A) and 5(b)(ii)(B) may be deemed to have been met provided that

- (i) the applicant holds a Private Pilot Licence - Aeroplane Category with a night rating; and
- (ii) the 35 hours dual instruction flight time and 30 hours solo flight time requirements of sub-paragraphs 5(b)(i) and (ii) are met.

(f) Night flight time acquired in helicopters may be credited towards the night flight time requirements of sub-paragraphs 5(b)(i)(A) and 5(b)(ii)(B) provided that

- (i) the applicant holds a pilot licence - helicopter category, valid for night privileges;
- (ii) the applicant has acquired at night, in aeroplanes, not less than 1 hour dual instruction flight time and 1 hour solo flight time; and
- (iii) the 35 hours dual instruction flight time and 30 hours solo flight time requirements of sub-paragraphs 5(b)(i) and (ii) are met.

13. Restricted Licence - Daylight Flying

(a) Where an applicant fails to meet the night flight time requirements of sub-paragraphs 5(b)(i)(A) and 5(b)(ii)(B), the licence will be issued restricted to daylight flying, however, the total dual and solo flight time required for the issue of the licence will not be reduced.

(b) A licence holder whose licence is restricted to daylight flying only may have the restriction removed upon meeting the requirements set forth below.

- (i) Except as provided in sub-paragraph (b)(ii) below, an applicant shall meet the experience requirements specified in sub-paragraphs 5(b)(i)(A), 5(b)(i)(C) and 5(b)(ii)(B).
- (ii) Where an applicant holds a pilot licence, helicopter endorsed with a night rating or otherwise valid for night flying, the experience specified in sub-paragraph 13(b)(i) may be reduced to 5 hours pilot flight time which shall include
 - (A) 2 hours dual night flight time,
 - (B) 1 hour solo night flight time, and
 - (C) 1 hour dual instrument flight time.

CHAPTER 5(b) - COMMERCIAL PILOT LICENCE - HELICOPTER CATEGORY

1. Age

An applicant shall have reached his eighteenth birthday.

2. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of Category 1, Licence Validation Certificate valid for a Commercial Pilot Licence (see Chapter 1, Appendix "A").

The normal medical validity period for the licence holder under 40 years of age is 12 months and for a licence holder 40 years of age or over, is 6 months; however, the licence holder may exercise Private Pilot Licence - Helicopter Category privileges until the end of the medical period specified for the Private Pilot Licence. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1, Licence Validation Certificate.

3. Training

All ground and flight training shall be conducted in accordance with the "Standards and Procedures for Flight Training Units" specified in Part IV of this manual.

4. Knowledge

Except as otherwise provided for in sections 9, 10 and 11 of this Chapter, an applicant who holds a Private Pilot Licence - Helicopter Category shall have demonstrated his knowledge by

(a) completing a course of not less than 40 hours commercial pilot helicopter ground school instruction, on the following subjects:

- (i) Air Regulations,
- (ii) Aerodynamics and Theory of Flight,
- (iii) Meteorology,
- (iv) Airframes, Engines and Systems,
- (v) Flight Instruments,
- (vi) Radio and Electronic Theory,
- (vii) Navigation,
- (viii) Flight Operations,
- (ix) Licensing Requirements, and
- (x) Human factors including pilot decision-making; and

(b) obtaining not less than 60% in each of the following four mandatory subject areas as well as in the overall written examination (CPHEL):

- (i) Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence;
- (ii) Navigation - navigation, radio aids and electronic theory;
- (iii) Meteorology; and

- (iv) Aeronautics - General Knowledge - airframes, engines and systems, theory of flight, flight instruments and flight operations.
- (c) An applicant who does not hold a Private Pilot Licence - Helicopter Category shall complete an additional 40 hours commercial pilot helicopter ground school instruction to that specified in paragraph 4(a).

5. Experience

- (a) Except as provided for in sections 9, 10 and 11 of this Chapter, an applicant shall have acquired in helicopters not less than 100 hours pilot flight time of which not less than 35 hours shall be pilot-in-command flight time, including 10 hours cross-country pilot-in-command flight time; and
- (b) an applicant who holds a Private Pilot Licence - Helicopter Category issued by Canada or an other Contracting State shall have completed 60 hours of commercial pilot flight training in helicopters of not less than
 - (i) 37 hours of dual instruction flight time including:
 - (A) 15 hours of advanced dual instruction, emphasizing the improvement of general flying ability and skill, including not less than 5 hours of cross-country flight,
 - (B) 5 hours of dual night flight time including not less than 2 hours acquired during cross-country flight, and
 - (C) in addition to any flight time acquired by an applicant to meet the requirements of sub-paragraph (A) and (B) above, 10 hours of dual instrument time, using suitable radio navigational facilities to complete elementary navigation procedures and two-way radio to comply with Air Traffic Control procedures and clearances, of which
 - (I) not more than 5 hours may be instrument ground time,
 - (II) 5 hours shall have been acquired in helicopters, and
 - (III) a maximum of 5 hours of dual instrument time acquired during training for issue of the Private Pilot Licence - Helicopter Category may be credited towards the 10 hours of dual instrument time.
 - (D) Instrument ground time in (I) above shall be in addition to the 37 hours dual instruction flight time in 5(b)(i);
 - (ii) 23 hours of solo flight time emphasizing the improvement of general flying ability and skill, including:
 - (A) a cross-country flight to a point not less than 2 hours flight time at normal cruising speed from the point of departure and, except when authorized by the Minister, include at least 3 landings at points other than the point of departure, and
 - (B) 5 hours of solo flight time by night, during which 10 takeoffs, circuits and landings were completed; or
- (c) An applicant who does not hold a Private Pilot Licence - Helicopter Category shall have completed a course of 100 hours commercial pilot flight training in helicopters, consisting of not less than

- (i) 55 hours of dual instruction flight time, including:
 - (A) not less than 5 hours of dual instruction flight time acquired during cross-country flight, and
 - (B) 10 hours of dual instrument time, subject to the conditions of sub-paragraph 5(b)(i)(C) and (D) above, and
- (ii) 35 hours of solo flight time including the cross-country flight in 5(b)(ii)(A) above.

NOTE: The licence shall be restricted to daylight flying only.

6. Recording and Crediting of Flight Time

Training flight time shall be recorded in a pilot log book by the student. Accuracy of the entries shall be certified correct by the Chief Flight Instructor of the flying club or school or in other cases by the instructor(s) who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the accuracy of applicable entries in the pilot's log book. Detailed information regarding the crediting of flight time for the issue or endorsement of a pilot licence is set forth in sections 6, 7 and 8 of Chapter 1 of this Part.

7. Skill

Except as otherwise provided for in section 9 of this Chapter, an applicant shall have demonstrated in flight and on the ground his ability to perform as the pilot-in-command of a helicopter, the procedures and manoeuvres set forth in the Flight Test Guide Private and Commercial Pilot Licences - Helicopters (TP 3077E) with a degree of competency appropriate to the privileges granted to the holder of a Commercial Pilot Licence.

8. Privileges

The privileges attached to Commercial Pilot Licences may be found in Air Navigation Order, Series IV, No. 2.

9. Credits for DND Applicants

Active and retired Canadian Forces personnel who have qualified to pilot wings standard may be deemed to have met the course of ground training of paragraph 4(a). These pilots may also be deemed to have met the written examination requirement of paragraph 4(b) and the flight test requirement of section 7 provided that

- (a) the applicant meets the experience requirements of paragraphs 5(a) and (b) of which not less than 10 hours flight time was acquired, in helicopters in the 12 months preceding the date of application; and
- (b) the applicant obtains not less than 60% in the written examination Air Regulations, Air Traffic Rules and Procedures (Commercial) Helicopters (HARPC).

10. Credits for Foreign Applicants

Provided that the applicant meets the experience requirements of paragraph 5, holders of valid Commercial or higher type pilot licences in the helicopter category issued by a Contracting State may be deemed to have met the course of ground school instruction of paragraph 4(a).

11. Other Credits

- (a) The holder of a Commercial Pilot Licence - Aeroplane Category who completes a course of not less than 20 hours Commercial Pilot - Helicopter Category ground school may be deemed to have met the course of ground school requirement of paragraph 4(a) and from the written examination requirement of paragraph 4(b) provided that he obtains not less than 60% in the written examination Commercial Pilot Helicopter Rating - Alternate Category (CHRAC).
- (b) The 100 hours flight time referred to in paragraph 5(a) may be deemed to have been met where an applicant holds a Commercial or higher type pilot licence in the aeroplane category, provided that he has acquired not less than 60 hours flight time in helicopters which shall include the flight time requirement in paragraph 5(b).
- (c) Instrument flight time acquired in aeroplanes may be credited towards meeting the experience requirements of sub-paragraph 5(b)(i)(C) provided that
 - (i) the applicant holds a pilot licence - aeroplane category,
 - (ii) the applicant has acquired not less than 5 hours of dual instrument flight time in helicopters, and
 - (iii) the instrument flight time in aeroplanes is not credited towards the 37 hours of dual instruction flight time of sub-paragraph 5(b)(i) or the 23 hours solo flight time in sub-paragraph 5(b)(ii).
- (d) Night flight time acquired in aeroplanes may be credited towards the night flight time requirements of sub-paragraphs 5(b)(i)(B) and 5(b)(ii)(B) provided that
 - (i) the applicant holds a pilot licence - aeroplane category, valid for night privileges,
 - (ii) the applicant has acquired at night, in helicopters not less than 1 hour dual instruction flight time and 1 hour solo flight time in helicopters, and
 - (iii) the flight time acquired at night in aeroplanes is not credited towards meeting the 37 hours of dual instruction flight time of sub-paragraph 5(b)(i) or the 23 hours solo flight time of sub-paragraph 5(b)(ii).
- (e) The night flight time requirement of sub-paragraph 5(b)(i)(B) and 5(b)(ii)(B) may be deemed to have been met provided that
 - (i) the applicant holds a Private Pilot Licence - Helicopter Category, endorsed for night, and
 - (ii) the 37 hours dual instruction flight time and the 23 hours solo flight time requirements of paragraph 5(b) are met.
- (f) Applicants who hold a Private Pilot Licence in another category, when applying for a Commercial Pilot Licence Helicopter Category, may have the 80 hours ground school requirement of paragraphs 4(a) and 4(c) reduced to 60 hours.

12. Restricted Licence - Daylight Flying

- (a) Where an applicant fails to meet the night flight time requirements of sub-paragraphs 5(b)(i)(B) and 5(b)(ii)(B), the licence will be issued restricted to daylight flying, however, the total dual and solo flight time required for the issue of the licence will not be reduced.

(b) A licence holder whose licence is restricted to daylight flying only may have the restriction removed on meeting the requirements set forth below.

- (i) Except as provided in sub-paragraph (b)(ii) below, an applicant shall meet the experience requirements specified in sub-paragraphs 5(b)(i)(B), 5(b)(i)(C) and 5(b)(ii)(B).
- (ii) Where an applicant holds a pilot licence - aeroplane category endorsed with a night rating or otherwise valid for night flying, the experience specified in sub-paragraph 12(b)(i) may be reduced to 5 hours pilot flight time which shall include:
 - (A) 2 hours dual night flight time,
 - (B) 1 hour solo night flight time, and
 - (C) 1 hour dual instrument flight time.



CHAPTER 6 - SENIOR COMMERCIAL PILOT LICENCE

NOTE: In accordance with changes introduced by ICAO, the Senior Commercial Pilot Licence Standard has been eliminated and validity periods will not be extended beyond November 15, 1994.

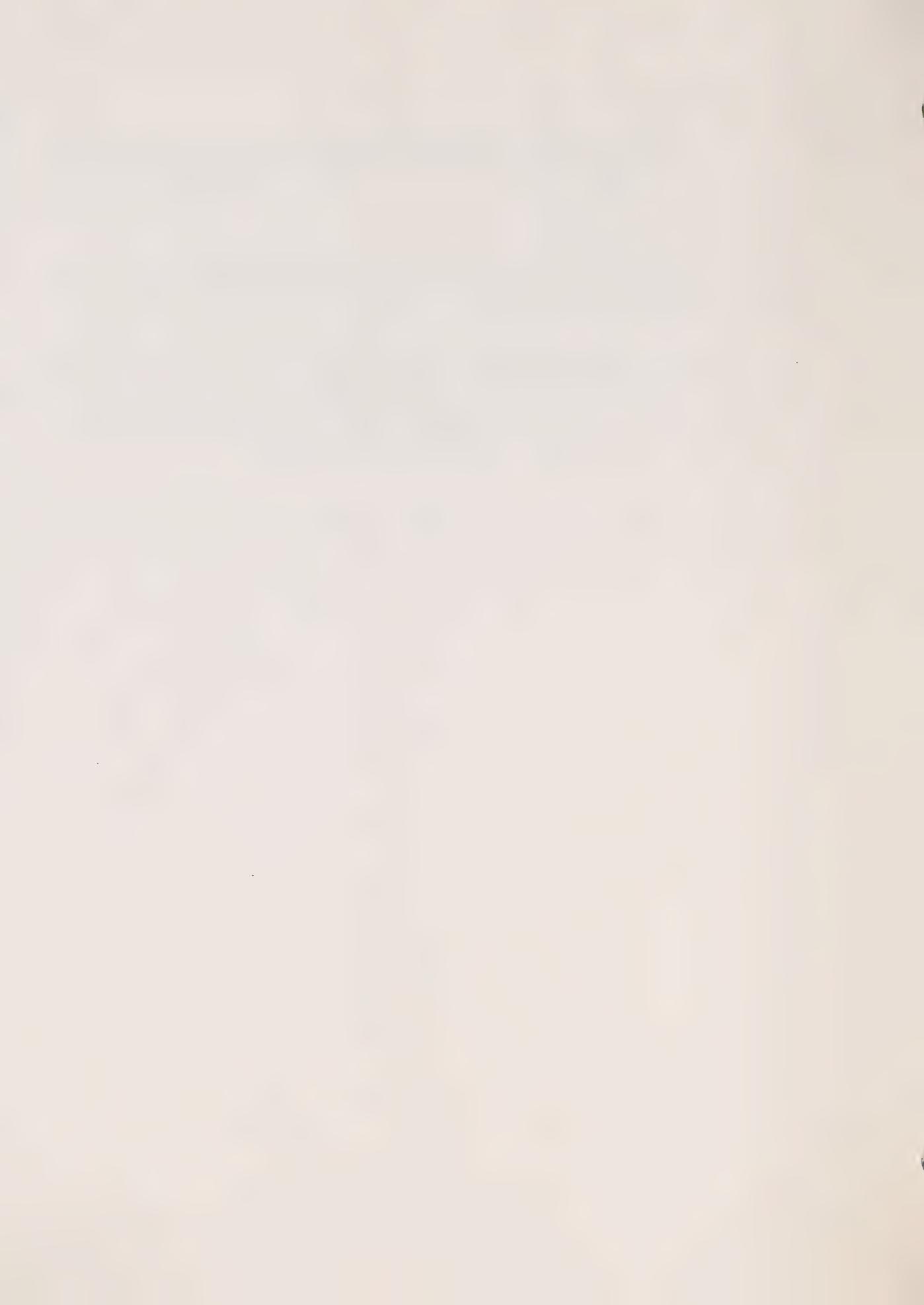
1. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a Category 1 Licence Validation Certificate.

The normal medical validity period for the licence holder under 40 years of age is 12 months and for a licence holder 40 years of age or over is 6 months; however, the licence holder may exercise Private Pilot Licence - Aeroplane Category privileges until the end of the medical period specified for the Private Pilot Licence. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1, Licence Validation Certificate.

2. Privileges

The privileges attached to Senior Commercial Pilot Licences may be found in Air Navigation Order, Series IV, No. 2.



CHAPTER 7(a) - AIRLINE TRANSPORT PILOT LICENCE - AEROPLANE CATEGORY**1. Age**

An applicant shall have reached his twenty-first birthday.

2. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a Category 1 Licence Validation Certificate valid for an Airline Transport Pilot Licence (see Chapter 1, Appendix "A").

The normal medical validity period for the licence holder under 40 years of age is 12 months and for a licence holder 40 years of age or over is 6 months; however, the licence holder may exercise Private Pilot Licence - Aeroplane Category privileges until the end of the medical period specified for the Private Pilot Licence. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1, Licence Validation Certificate.

3. Knowledge

An applicant shall have demonstrated his knowledge by obtaining not less than 70% in each of three written examinations on the following aviation subjects:

- (a) Aviation Meteorology, Radio Aids to Navigation and Flight Planning (SAMRA) including:
 - (i) general system of weather collection and dissemination,
 - (ii) weather map, weather forecast, weather abbreviations, symbols and nomenclature,
 - (iii) pressure systems and their association with fronts, cloud forms and icing conditions,
 - (iv) the movement of upper winds and their effect on aircraft operations,
 - (v) weather service circulars and instructions for air route meteorological service which are pertinent to aircraft operations, and
 - (vi) radio communication procedures relating to aircraft operation; and
- (b) Air Law, Aeroplane Operation and Navigation General (SARON) including:
 - (i) basic principles of air navigation such as formulae, instruments and other navigational aids which are commonly used in the navigation of aircraft,
 - (ii) basic principles of loading and weight distribution and their effect on flight characteristics,
 - (iii) Air Navigation Orders, Air Traffic Rules and Procedures, Information Circulars and NOTAM, and
 - (iv) human factors, including pilot decision-making; and
- (c) Instrument Flight Rules and Procedures, Flight Navigation and Radio Aids, and Meteorology (INRAT).

4. Experience

An applicant for an Airline Transport Pilot Licence - Aeroplane Category shall have acquired not less than 1500 hours total flight time of which 900 hours shall have been acquired in aeroplanes. The total flight time shall include not less than

- (a) 250 hours flight time in aeroplanes as pilot-in-command, which may include 100 hours flight time as pilot-in-command and the remaining 100 hours flight time as co-pilot performing under the supervision of a pilot-in-command the duties and functions of a pilot-in-command provided that flight time so acquired is in accordance with the conditions prescribed by the Director, Aviation Licensing. The pilot-in-command and/or pilot-in-command flight time under supervision shall include 100 hours cross-country flight time of which not less than 25 hours shall have been by night;
- (b) 100 hours night flight time as pilot-in-command or as co-pilot of which 30 hours shall have been acquired in aeroplanes;
- (c) 200 hours cross-country flight time as co-pilot in an aeroplane required to be operated with a co-pilot or, in lieu thereof, 100 additional hours cross-country flight time as pilot-in-command which may have been part of the 250 hours specified in paragraph (a); and
- (d) 75 hours instrument time of which up to a maximum of 25 hours may have been acquired in approved instrument ground trainers and up to a maximum of 35 hours may have been acquired in helicopters. Instrument ground time may not be applied toward the 1500 hour flight time requirement.

5. Recording and Crediting of Flight Time

Training flight time shall be recorded in a pilot log book by the applicant. Accuracy of the entries shall be certified correct by the Chief Flight Instructor of the flying club or school or in other cases by the instructor(s) who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the accuracy of applicable entries in the pilot log book. For flight time in aircraft operated on a commercial air service the Operations Manager or Chief Pilot must certify the accuracy of entries in the pilot log book.

Detailed information regarding the crediting of flight time for the issue and endorsement of a pilot licence is set forth in sections 6, 7 and 8 of Chapter 1 of this part.

6. Skill

Except as provided for in section 9 of this Chapter, an applicant for an Airline Transport Pilot Licence - Aeroplane Category shall have satisfactorily demonstrated in a multi-engined (excluding centre thrust) aeroplane, which is fitted with instruments and equipment suitable for IFR flight in controlled airspace, his ability

- (a) to perform both normal and emergency flight manoeuvres appropriate to the aeroplane in which the flight test is conducted; and

(b) to execute all manoeuvres and procedures set forth in Chapter 1 of Part II for issue of the instrument rating.

NOTES:

1. For initial issue of the Airline Transport Pilot Licence - Aeroplane Category, only a Group 1 Instrument Rating may be endorsed on the licence.
2. For initial issue of the Airline Transport Pilot Licence - Aeroplane Category, a Group 1 Instrument Rating issued with a validity period of 24 months shall be considered to meet the time limit requirement of Part I, Chapter 1, sub-paragraph 2(e), provided all validity conditions are met.
3. When the holder of an Airline Transport Pilot Licence renews the instrument rating on a Group 2 or 3 aircraft, the pilot may continue to hold the ATPL-A with a Group 1 instrument rating (either expired or on the basis of 6-6-6 in the second year). A Commercial Pilot Licence with a Group 3 instrument rating may be issued.

7. Second Officer - Aeroplane Type Endorsement

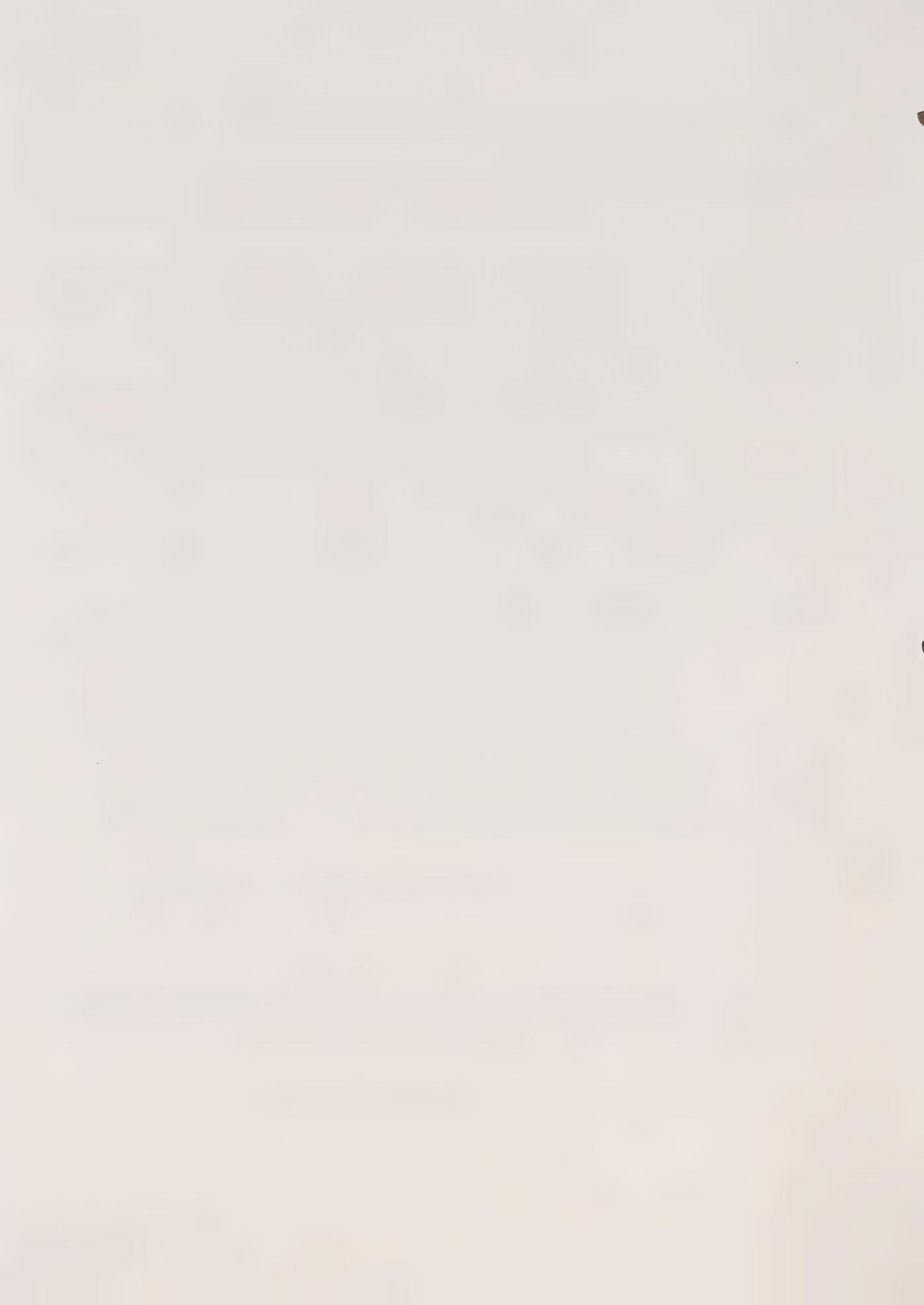
- (a) A valid Airline Transport Pilot Licence - Aeroplane Category may be endorsed for Second Officer privileges in a specific aeroplane type on submission of
 - (i) an application on Form 26-0083, "Flight Crew Licence - Application for Rating",
 - (ii) evidence of successfully completing a Second Officer training course during the 12 months preceding the date of application. The course completion date must be entered on Form 26-0083 or in a letter from the carrier,
 - (iii) the report of a Second Officer proficiency check conducted during the 12 months preceding the date of application in the aeroplane type or approved aeroplane type simulator to be endorsed on the licence, and
 - (iv) the appropriate fee.
- (b) A Second Officer - Aeroplane Type Endorsement does not, in itself, convey any pilot privileges upon the licence holder.

8. Privileges

The privileges attached to an Airline Transport Pilot Licence may be found in Air Navigation Order, Series IV, No. 2.

9. Credits for DND Applicants

Active and retired Canadian Forces personnel who hold a valid Canadian Forces Instrument Rating (unrestricted) in a multi-engined aeroplane (Group 1), may be deemed to have met the skill requirement of paragraphs 6(a) and (b) above.



CHAPTER 7(b) - AIRLINE TRANSPORT PILOT LICENCE - HELICOPTER CATEGORY

1. Definition

"Aerial work" - operations excluding the public carriage of passengers, cargo or mail for hire or reward; includes specialty operations such as agriculture, construction, logging and survey. Operations such as firefighting may be considered aerial work insofar as the personnel carried are directly involved with the helicopter's role in the firefighting, such as in a water bucket operation; the carriage of firefighters who are neither directly employed by the operator nor directly involved in the helicopter's role in firefighting is considered to be public carriage of passengers, and therefore not within the scope of aerial work.

2. Age

An applicant shall have reached his twenty-first birthday.

3. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a Category 1, Licence Validation Certificate valid for an Airline Transport Pilot Licence (see Chapter 1, Appendix "A").

The normal medical validity period for the licence holder under 40 years of age is 12 months and for a licence holder 40 years of age or over is 6 months; however, the licence holder may exercise Private Pilot Licence - Helicopter Category privileges until the end of the medical period specified for the Private Pilot Licence. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1, Licence Validation Certificate.

4. Knowledge

An applicant for an Airline Transport Pilot Licence - Helicopter Category shall have

(a) attained a level of knowledge appropriate to the privileges of the licence in at least the following subjects:

- (i) Air Regulations, and air traffic rules and procedures;
- (ii) Aerodynamics and theory of flight relating to helicopters;
- (iii) Meteorology;
- (iv) Airframes, engines and systems;
- (v) Flight instruments;
- (vi) Avionics;
- (vii) Navigation;
- (viii) Aircraft performance;
- (ix) Flight operations; and
- (x) Human factors, including pilot decision-making; and

(b) demonstrated an appropriate level of knowledge by obtaining not less than 70% on each of the two Airline Transport Pilot Licence - Helicopter Category examinations (HAMRA & HARON) based on the subjects set out in paragraph 4(a).

5. Experience

An applicant for an Airline Transport Pilot Licence - Helicopter Category shall have:

- (a) met the training requirements for the issue of a Commercial Pilot Licence - Helicopter Category that is not restricted to daylight flying only;
- (b) acquired not less than 1000 hours total flight time of which 600 hours shall have been acquired in helicopters. The total flight time shall include not less than:
 - (i) 250 hours flight time in helicopters as pilot-in-command, which may include a maximum of 150 hours flight time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that flight time so acquired is in accordance with the conditions prescribed by the Director, Aviation Licensing;
 - (ii) 200 hours cross-country flight time in helicopters of which not less than 100 hours shall be as pilot-in-command or as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, provided that flight time so acquired is in with the conditions prescribed by the Director, Aviation Licensing;
 - (iii) 30 hours instrument time of which up to a maximum of 10 hours may be instrument ground time and up to a maximum of 15 hours may have been acquired in aeroplanes. Instrument ground time may not be applied toward the 1000 hour flight time requirement; and
 - (iv) 50 hours of night flight time, of which 15 hours shall have been acquired in helicopters.

6. Recording and Crediting of Flight Time

Training flight time shall be recorded in a pilot log book by the applicant. Accuracy of the entries shall be certified correct by the Chief Flight Instructor of the flying club or school or in other cases by the instructor(s) who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the accuracy of applicable entries in the pilot log book. For flight time in aircraft operated on a commercial air service the Operations Manager or Chief Pilot must certify the accuracy of entries in the pilot log book.

Detailed information regarding the crediting of flight time for the issue and endorsement of a pilot licence is set forth in sections 6, 7 and 8 of Chapter 1 of this part.

7. Skill

Except as provided for in section 8 of this Chapter, in preparation for and during a flight test, the applicant shall have demonstrated the ability to perform, as pilot-in-command of a helicopter required to be operated with a co-pilot, both normal and emergency procedures and manoeuvres appropriate to the privileges of an Airline Transport Pilot Licence - Helicopter Category.

8. Credits for DND Applicants

Active and retired Canadian Forces personnel who hold a valid Canadian Forces Instrument Rating (unrestricted), completed on a helicopter required to be operated with a co-pilot, may be deemed to have met the skill requirement of paragraph 7 above.

8. Credits for DND Applicants

Active and retired Canadian Forces personnel who hold a valid Canadian Forces Instrument Rating completed on a helicopter required to be operated with a co-pilot, may be deemed to have met the skill requirement of paragraph 7 above.

9. Privileges

The privileges attached to Airline Transport Pilot Licences may be found in Air Navigation Order, Series IV, No. 2.

10. Restricted Licence - Aerial Work Only

- (a) Where an applicant fails to meet the instrument flight time requirement of sub-paragraph 5(b)(iii) or the night flight time requirement of sub-paragraph 5(b)(iv), the licence shall be issued valid for aerial work only; however, the total dual and solo flight time required for the issue of the Airline Transport Pilot Licence - Helicopter Category will not be reduced.
- (b) A licence holder whose licence is restricted in accordance with sub-paragraph 9(a) above may have the restriction removed upon meeting the requirements set forth in sub-paragraphs 5(b)(iii) and 5(b)(iv) above.

CHAPTER 8 - ULTRA-LIGHT GYROPLANE PILOT LICENCE

Contents incorporated in Chapter 4.

NOTE: What were known as ultra-light gyroplanes will be endorsed as single seat gyroplanes on a Private Pilot Licence - Gyroplane Category. Those persons holding Ultra-Light Gyroplane Licences will be re-issued with a Private Pilot Licence - Gyroplane Category.

CHAPTER 9 - BALLOON PILOT LICENCE

Applicability

An aircraft certificated as a hot air airship, gas airship or power driven balloon will, for pilot licence purposes, be deemed to be a balloon and will be endorsed as an individual aircraft type on a Balloon Pilot Licence. If the skill requirement in section 6 below has been met in a non-power driven balloon the normal blanket rating "Valid for all non-power driven balloons" will be endorsed on the licence. Privileges will also relate to the method of inflation (gas or hot air).

1. Age

An applicant shall have reached his seventeenth birthday.

2. Medical Fitness and Revalidation

- (a) An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a valid Medical Certificate, Category 1 or 3.
- (b) The normal medical validity period for the licence holder under 40 years of age is 24 months and for a licence holder 40 years of age or over, 12 months.
- (c) Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements and issue of a new Category 1 or 3 Medical Certificate, as the case may be.
- (d) A summary of the medical examination requirements for issue and revalidation of the licence is set forth in Chapter 1, Appendix "A".

3. Knowledge

Except as provided for in sections 7, 8 and 10 of this Chapter, an applicant shall have demonstrated his knowledge by:

- (a) completing a course of not less than 10 hours of balloon pilot ground school instruction on the following subjects:
 - (i) Air Regulations, Air Navigation Orders, NOTAM and Air Traffic Rules and Procedures,
 - (ii) Aerostatics and Meteorology,
 - (iii) a balloon and its accessories, inflation, rigging and patching in conformance with manufacturer's recommendations,
 - (iv) management of takeoffs and landings in free and tethered flight regimes,
 - (v) precautions against cold and high altitude,
 - (vi) instruments,
 - (vii) navigation and aeronautical charts, and
 - (viii) Human factors including pilot decision-making; and
- (b) within the 12 months preceding the date of application, obtaining not less than 60% in a written examination, Balloon Pilot Licence (PIBAL) on the subjects listed in (a) above.

4. Experience

Within the 24 months preceding the date of application, an applicant shall have completed a course of not less than 16 hours balloon pilot flight time, not less than 11 hours of which shall be untethered flight time under the direction and supervision of a balloon flight instructor. Untethered flight time shall include not less than:

- (a) 6 dual instruction flights of not less than 30 minutes each including 1 ascent to an altitude of not less than 5,000 feet above ground level; and
- (b) 2 flights as sole occupant of not less than 30 minutes each between takeoff and landing.

5. Recording of Flight Time

Training flight time shall be recorded in a pilot log book by the student. Accuracy of the entries shall be certified correct by the balloon flight instructor who provided the training. For flight time in other than a club or school balloon, the registered owner of the balloon must certify the accuracy of applicable entries in the pilot's log book.

6. Skill

- (a) An applicant shall, within the 12 months immediately preceding the date of application for the licence, have satisfactorily demonstrated, in flight and on the ground, his ability to perform both normal and emergency procedures applicable to the balloon used in the test and with a degree of competency appropriate to the privileges granted by the licence.
- (b) A letter attesting to satisfactory completion of the skill requirement shall be provided by the holder of a valid Flight Instructor - Balloons who has given dual instruction under the provisions of section 4 above, and whose licence is endorsed for the balloon used in the test; and
- (c) the examiner who conducted the test in (a) above shall certify the applicant's log book indicating that the applicant has met the level of skill of a pilot-in-command in the balloon used in the test and specify the method of inflation used (gas or hot air). The certification shall include the examiner's name, licence number and date.

7. Licence Issued On the Basis of Foreign Licence

- (a) The holder of a valid pilot licence - balloon category issued by a Contracting State is deemed to have met the 10 hour ground school instruction requirements of paragraph 3(a) above and
- (b) may be deemed to have met the written examination requirement of paragraph 3(b) above and the flight test requirement of paragraph 6(a) above, provided that the foreign licence was not issued on the basis of a licence from another State and the applicant:

- (i) meets the experience requirements of paragraphs 4(a) and (b) above;
- (ii) obtains not less than 90% in the written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR); and
- (iii) has completed in balloons, not less than 5 take-offs and landings within the 6 months preceding the date of application for the Canadian licence.

(c) The licence shall be annotated to indicate that it was issued on the basis of the foreign licence;

(d) In order for have the annotation removed from the licence an applicant shall

- (i) complete the written examination requirements specified in 3(b) above; and
- (ii) complete the skill requirement specified in 6(a) above.

8. Credits for Foreign Applicants

Holders of valid pilot licences - balloon category issued by a Contracting State who do not wish to obtain a licence issued on the basis of their foreign licence may be deemed to have met the ground school instruction requirement of paragraph 3(a) above. All other Canadian requirements must be met.

9. Limited Term Pilot Licence

A Limited Term Pilot Licence and Medical Certificate (LTPL/MC) may be issued based on an applicant's valid foreign pilot licence and the medical document validating that licence subject to the following:

- (a) the foreign licence must have been issued by a Contracting State in accordance with Annex 1 of the Convention;
- (b) the validity period of the LTPL/MC shall not exceed 90 days from the date of original issue;
- (c) the applicant will not be required to write the PSTAR exam;
- (d) an LTPL/MC shall not be issued where,
 - (i) in the case of a pilot who is under 40 years of age more than 24 months has lapsed since the date of last medical examination, or
 - (ii) in the case of a pilot who is 40 years of age or older, more than 12 months has lapsed since the date of last medical examination;
- (e) an LTPL/MC may be issued where the remaining validity period of the foreign licence is less than 90 days; however, the expiry date of the LTPL/MC shall not exceed the date of expiry of the foreign document;
- (f) a Canadian Medical Certificate in the appropriate medical category may be used to validate an LTPL;
- (g) an LTPL/MC may be issued to an applicant once in any 12 month period, which shall be calculated from the date of issue of the previous LTPL/MC;

- (h) an LTPL may be endorsed for additional privileges when all requirements have been met; and
- (i) following the endorsement of additional privileges the valid to date of the re-issued LTPL shall be the same as that of the original document.

10. Other Credits

Five (5) of the ten (10) hours of ground school instruction set forth in paragraph 3(a) shall be deemed to have been met in the case of an applicant who holds a pilot licence in any other category of aircraft, except ultra-light aeroplane.

11. Privileges

The privileges attached to Balloon Pilot Licences may be found in Air Navigation Order, Series IV, No. 2.

12. Endorsement of the Blanket Non-Power Driven Balloon Rating or an Additional Type of Airship or Powered Balloon

For ratings other than the one associated with the initial issue of a balloon licence, application shall be made on Form 26-0083, "Flight Crew Licences - Application for Rating" showing flight experience on type. This shall be supported by a letter of recommendation, in accordance with section 6 of this Chapter, from a balloon flight instructor whose licence is endorsed for non-power driven balloons or the particular airship type or powered balloon, as the case may be.

13. Night Rating

An applicant shall have completed no fewer than 1 dual and 1 solo ascent by night and acquired not less than 4 hours of night flight time under the direction and supervision of the holder of a Flight Instructor Rating - Balloon Category, endorsed for night flying and for the Balloon type.

CHAPTER 10 - PRIVATE PILOT PERMIT (TOURIST)

1. Eligible Applicants

An applicant whose permanent residence is outside of Canada may be issued with a Private Pilot Permit (Tourist) for training purposes provided he is in possession of a valid pilot licence issued by a Member State of the International Civil Aviation Organization, except that if an applicant has undergone a medical examination by a Department of Transport designated medical examiner and failed to meet the physical standards for the issue of a Private Pilot Licence, he shall not be issued with a Private Pilot Permit (Tourist), and if he is the holder of such a permit, it shall be invalid and shall be returned to the Department of Transport.

2. Medical Fitness and Revalidation

An applicant shall have submitted proof that he currently meets the medical standards for the foreign pilot licence in consideration of which the Private Pilot Permit (Tourist) is issued. In the case of an applicant who is unable to complete the medical requirements for renewal of his foreign licence while residing in Canada, he shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a Category 1 or 3 Licence Validation Certificate valid for a Private Pilot Permit (Tourist) (see Chapter 1, Appendix "A").

The normal medical validity period for the Private Pilot Permit (Tourist) holder under the age of 40 years is 24 months and for a licence holder 40 years of age or over, is 12 months. Revalidation of the permit is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Private Pilot Permit (Tourist) including a Category 1 or 3 Licence Validation Certificate.

3. Knowledge

An applicant shall have demonstrated his knowledge by obtaining not less than 90% in a written examination on the Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR).

4. Endorsements

A permit shall be issued for the category, class and type of aircraft, for night flying privileges, or for instrument rating privileges if the applicant's foreign licence is so endorsed, provided that in the case of the instrument rating privileges proof has been submitted that an instrument flight test was passed within the 12 month period preceding the date of issue of the permit and the applicant has passed the Canadian Instrument Rating Examination (INRAT).

5. Privileges

The privileges attached to Private Pilot Permits (Tourist) may be found in Air Navigation Order, Series IV, No. 2.

6. Validity Period

A permit shall be issued for

- (a) a 2 year period subject to the foreign licence on which the issue of the permit was based being medically valid; or
- (b) in the case of an applicant who satisfactorily completes a medical examination conducted by a Civil Aviation medical examiner, a 2 year period from the date of the medical examination for an applicant under 40 years of age and a 1 year period from the date of the medical examination for an applicant over 40 years of age as indicated on the Licence Validation Certificate.

CHAPTER 11 - Flight Navigator Licence

NOTE: Due to the decrease in demand, this licence is no longer issued.

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CHAPTER 11 - FLIGHT NAVIGATOR LICENCE

1. Age

An applicant shall have reached his twenty-first birthday.

2. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a Category 1 or 2 Licence Validation Certificate valid for a Flight Navigator Licence (see Chapter 1, Appendix "A").

The normal medical validity period for the licence holder is 12 months. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1 or 2 Licence Validation Certificate.

3. Knowledge

An applicant shall have demonstrated his knowledge by obtaining not less than 70% in four written examinations on the following aviation subjects:

- (a) Air Regulations, Air Traffic Rules and Procedures;
- (b) Navigation General (Astro Theory, Charts and Instruments) including
 - (i) the form of the earth and the celestial sphere, including definitions, units and formulae used in aeronautical charts, the movement of heavenly bodies and their selection and identification for the purpose of observation and sight reductions, and
 - (ii) the calibration and use of instruments and aircraft equipment used in flight navigation, including their principles of operation, the errors to which they are subject and, where applicable, the method of correction;
- (c) Flight Planning and Meteorology including
 - (i) pre-flight planning, point of no return and critical point, and
 - (ii) the meteorological elements and their general distribution and seasonal variations, meteorological phenomena of concern to air navigation, meteorological observations and the system of issue of meteorological reports for aviation, the construction and analysis of synoptic charts, the weather associated with pressure systems and fronts and the principle of forecasting;
- (d) Practical Plotting; and
- (e) Human Factors.

4. Experience

Except as otherwise provided for in section 5 of this Chapter, an applicant shall have acquired not less than 200 hours of air navigation experience in aircraft engaged in cross-country flights including not less than

- (a) 50 hours by night;
- (b) 25 hours during the 6 months preceding the date of application for the licence; and
- (c) 25 times by day and 25 times by night of having determined in-flight position by celestial observations in conjunction with aircraft avionics, altimetry or other aids to air navigation which he has applied to the navigation of the aircraft.

5. Exemptions From Experience Requirement

When an applicant has had experience as a pilot-in-command or first co-pilot of an aircraft engaged in scheduled air transportation, 50 per cent of the flight time so acquired may be credited towards one-half of the 200 hours air navigation experience.

6. Skill

Except as otherwise provided for in section 7 of this Chapter, an applicant shall have provided a letter, signed by the Chief Navigator or Chief Pilot of his Company, certifying that he has demonstrated ability to

- (a) make practical use and carry out the adjustment of navigation equipment including the interpretation and identification of signals of ground based aids to navigation; and
- (b) navigate an aircraft in flight, by day and by night.

7. Exemptions from Skill Requirement

A Canadian Forces graduate navigator who makes application no later than 3 months after release is not required to provide certification of skill.

8. Privileges

The privileges attached to Flight Navigator Licences may be found in Air Navigation Order, Series IV, No. 2.

CHAPTER 12 - FLIGHT ENGINEER LICENCE

An "Approved Course of Training" in this chapter means a flight engineer or second officer course approved by the Minister.

"Experience" in this chapter, for the purpose of licence issue or endorsement means experience acquired, while performing the duties of a flight engineer,

- (a) in an aircraft type eligible for a Certificate of Airworthiness and for which the crew requirement, in compliance with the type certificate, type approval or Aeroplane Flight Manual, includes a flight engineer; or
- (b) when specified, in an aircraft type simulator approved for that purpose, by the Minister.

1. Age

An applicant shall have reached his eighteenth birthday.

2. Medical Fitness and Revalidation

An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a Category 1 or 2 Licence Validation Certificate valid for a Flight Engineer Licence (see Chapter 1, Appendix "A").

The normal medical validity period for the licence holder is 12 months. Revalidation of the licence is accomplished by satisfactory completion of the medical examination requirements (see Chapter 1, Appendix "A") and issue of a new Category 1 or 2 Licence Validation Certificate.

3. Knowledge

Except as provided in section 8, an applicant for a Flight Engineer Licence shall have demonstrated his knowledge by

- (a) obtaining not less than 60% in the first engineer (FLENG) written examination including
 - (i) Air Regulations, Air Navigation Orders, Air Traffic Rules and Procedures, and Aeronautical Information applicable to the duties of a flight engineer,
 - (ii) theory of flight,
 - (iii) aircraft limitations and performance data,
 - (iv) flight documentation relating to flight engineer's duties,
 - (v) principles of flight planning based on typical charts and graphs applicable to loading, centre of gravity, aircraft performance fuel consumption, engine power, control of engine power output and the effect thereon of varying meteorological conditions,

- (vi) general principles of maintenance and functioning of airframes and power plants, including their accessories, instruments, installed equipment and cabin systems in aircraft certificated for operation by a minimum crew that includes a flight engineer;
- (vii) emergency procedures in the event of power plant and systems malfunctions, and
- (viii) human factors; and

(b) successfully completing, during an approved course of training, an examination including the aircraft performance, systems, and normal and emergency procedures with respect to the aircraft type to be endorsed on the licence.

4. Experience

An applicant shall have acquired in the performance of the duties of a flight engineer,

- (a) not less than 100 hours of experience, under the supervision of a flight engineer or second officer endorsed for the aircraft type, of which not more than 50 hours aircraft type simulator time acquired during an approved course of training may be credited towards the total experience; or
- (b) where the applicant is the holder of a valid Canadian Aircraft Maintenance Engineer Licence, Category "A", or a Canadian Commercial Pilot or higher licence in the aeroplane category and has successfully completed the approved course of training, not less than 50 hours experience, under the supervision of a flight engineer or second officer, endorsed for the aircraft type, of which not more than 25 hours aircraft type simulator time acquired during an approved course of training may be credited towards the total experience.

5. Skill

An applicant for a Flight Engineer Licence shall provide a letter certifying that within the 12 months preceding the date of application he has, with respect to the aircraft type to be endorsed on the licence, satisfactorily demonstrated ability to perform both normal and emergency procedures to a degree of competency appropriate to the privileges granted by the licence. The letter of certification shall be signed by one of the following persons acceptable to the Minister of Transport:

- (a) a supervisory Flight Engineer whose Canadian Flight Engineer Licence is valid and endorsed for the aircraft type;
- (b) a supervisory Second Officer holding a valid Commercial or higher licence with a Second Officer endorsement for the aircraft type;
- (c) the company Chief Pilot;
- (d) the applicant's Commanding Officer in the case of Canadian Forces personnel; or
- (e) a designated Department of Transport Civil Aviation Inspector.

6. Privileges

The privileges attached to Flight Engineer Licences may be found in Air Navigation Order, Series IV, No. 2.

7. Endorsement

- (a) An aircraft type endorsement must be issued concurrently with the initial issue of a Flight Engineer Licence.
- (b) Additionally, aircraft types may be endorsed on a Flight Engineer Licence upon
 - (i) submission of Flight Crew Licence - Application for Rating, Form 26-0083, and
 - (ii) submission of a letter certifying that, with respect to the aircraft type, he has met the skill requirement as set forth above and has successfully completed an approved course of training.

8. Credits

- (a) The holder of a valid Canadian Commercial Pilot Licence or higher licence with a Second Officer endorsement for the aircraft type shall be deemed to have met the requirements of sections 3, 4 and 5 provided
 - (i) he/she is, or has been within the three months preceding the date of application, assigned as a second officer, and
 - (ii) he/she has, within the 12 months preceding the date of application acquired 50 hours flight time in the performance of the duties of a flight engineer.
- (b) A Canadian Forces flight engineer qualified on the aircraft type is deemed to have met the requirements of sections 3 and 4 provided that the applicant
 - (i) submits the application for licence not later than 3 months following the date of retirement, discharge or termination of active reserve duty,
 - (ii) passes a written examination on Air Regulations, Air Navigation Orders, Air Traffic Rules and Procedures, and Aeronautical Information relevant to the duties of Flight Engineer (FLEAR), and
 - (iii) has acquired 50 hours flight time in the performance of the duties of a flight engineer within the 12 months preceding the date of application for the licence.

9. Credits for Foreign Applicants

The holder of a valid Flight Engineer Licence, endorsed for the aircraft type, issued by a Contracting State of the International Civil Aviation Organization, may be considered to have met the requirements of section 4 provided that he has, within the 12 months preceding the date of application, acquired 50 hours flight time in the performance of the duties of a flight engineer.

10. Training Outside Canada

An applicant who has successfully completed a flight engineer or second officer course of training outside of Canada must provide a syllabus of the training course and evidence from the Licensing Authority of that State that the course meets their licence standards.

CHAPTER 13 - ULTRA-LIGHT AEROPLANE PRIVATE PILOT LICENCE AND COMMERCIAL PILOT LICENCE

1. This chapter is divided into two subchapters:
 - (a) Subchapter 13(a) - Private Pilot Licence; and
 - (b) Subchapter 13(b) - Commercial Pilot Licence.
2. For the purposes of this chapter, type of ultra-light aeroplane means 3 axis control, 2 axis control or weight shift.
3. No person shall act as pilot-in-command of any ultra-light aeroplane, unless he meets the licensing requirements specified in this chapter and holds a Student Pilot Permit, Private Pilot Licence - Ultra-Light Aeroplane Category or Commercial Pilot Licence - Ultra-Light Aeroplane Category or a valid pilot licence - aeroplane category.
4. Flight instructor privileges have been incorporated in the privileges of the holder of a Commercial Pilot Licence - Ultra-Light Aeroplane Category.

Since ultra-light aeroplanes are included within the definition of aeroplanes the holder of an aeroplane category pilot licence endorsed with a flight instructor rating may, subject to the privileges of that rating, conduct the training required for the issue of a permit or licence - ultra-light category, but cannot certify an applicant's competency for the issue of a licence.

5. The requirements specified in this chapter are absolute permissible minima; the overriding factors, prior to recommending the issue of a pilot licence, shall be that the applicant is considered competent and safe to exercise the privileges of that licence.
6. Direction and supervision as specified in this chapter means guidance provided as part of the ground and flight instruction and, more specifically,
 - (a) "direction" means a situation whereby an applicant's training is being channelled along an organized route by a person who has accepted responsibility for that training, and
 - (b) "supervision" means a situation whereby an applicant's training is being regulated, controlled and guided according to progress shown by that applicant.

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10. Powered Parachutes

- (a) When the experience requirements have been met, in whole or in part, on powered parachutes, the licence, when issued, will be restricted to powered parachutes.
- (b) The restriction will be removed on meeting the experience requirements on ultra-light aeroplanes other than powered parachutes.
- (c) The 10 hours total flight time in sub-paragraph 5(b) may be reduced to 5 hours and the 5 hours dual instruction flight time may be exempted for the issue of an Ultra-Light Aeroplane Pilot Licence restricted to powered parachutes.

SUBCHAPTER 13(b) - COMMERCIAL PILOT LICENCE - ULTRA-LIGHT AEROPLANE CATEGORY

1. This subchapter specifies the requirements for the issue of an Ultra-Light Aeroplane Commercial Pilot Licence.

2. Age

An applicant shall have reached his eighteenth birthday.

3. Medical Fitness and Revalidation

(a) An applicant shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing, and be in possession of a Category 1 or Category 3 Licence Validation Certificate.

NOTE: A medical assessment of Category 3R, restricted due to colour vision, is acceptable. The application of any other medical restriction or of flexibility to a Category 3 medical assessment shall be disqualifying.

(b) The normal medical validity period for the licence holder is 60 months, calculated from the first day of the month following the date of medical examination.

(c) Revalidation of the licence is accomplished by

(i) satisfactory completion of the medical examination requirements and issue of a new Category 1 or 3 unrestricted Licence Validation Certificate and
(ii) submission of a letter of recommendation to Transport Canada from the authorized holder of a valid Commercial Pilot Licence - Ultra-Light Aeroplane Category certifying that the applicant is familiar with current instructional techniques and is competent to act as an ultra-light aeroplane instructor.

NOTE: In some cases, a medical examination may be requested more frequently; however, the letter of recommendation referred to in sub-paragraph (ii) above will only be required each 60 months.

(d) A summary of the medical examination requirements for issue and revalidation of the licence is set forth in Chapter 1, Appendix "A".

4. Knowledge

(a) Except as provided in section 9, an applicant shall have successfully completed a course of instructional techniques presented in accordance with a syllabus of instructor training developed from Part 1 of the Transport Canada Flight Instructor Guide (Aeroplanes). This course shall not be less than 10 hours and shall include:

(i) the practical application of the basic principles of learning and learning factors with emphasis on the preparation and use of lesson plans
(ii) preparatory ground instruction
(iii) pre-flight, in-flight instruction and post-flight briefing, and
(iv) flight safety.

- (b) Except as provided in section 9, an applicant shall have demonstrated his knowledge by satisfactory completion of a Department of Transport written examination covering instructional techniques based on Part 1 of the Transport Canada Flight Instructor Guide (Aeroplanes) (Learning and Factors).
- (c) An applicant shall have successfully completed a course of ground school training, including normal and emergency procedures, on ultra-light aeroplanes prepared by the ultra-light aeroplane manufacturer or school and approved by the Department of Transport.
- (d) Except as provided in section 9, an applicant shall have demonstrated his knowledge by satisfactory completion of a Transport Canada written examination on Air Regulations, Air Navigation Orders, Air Traffic Rules and Procedures, Information Circulars and A.I.P. Canada Supplements.
- (e) The course of instructional techniques referred to in paragraph (a) above shall have been conducted by:
 - (i) the holder of a valid Commercial Pilot Licence endorsed for flight instructor privileges,
 - (ii) a person who provides evidence of having successfully completed within the preceding 5 year period, an Instructional Techniques Course conducted by the Canadian Forces, or
 - (iii) a person who, upon application, has been approved by the Department of Transport following an evaluation of their professional qualifications.

5. Experience

- (a) All civil flight training, including dual instruction, for this licence shall be under the direction and supervision of the holder of a valid Commercial Pilot Licence - Ultra-Light Aeroplane Category or a Flight Instructor Rating - Aeroplane Category and presented in accordance with a Ground and Air Instruction Syllabus developed from section II of the Transport Canada Flight Instructor Guide (Aeroplanes) as applicable to the type of ultra-light aeroplane being used for the training. The Syllabus of Training proposed by the Ultra-light training organization shall be approved by the Department of Transport.
- (b) Except as provided for in section 9, within the 24 months preceding the date of application an applicant shall have acquired in ultra-light aeroplanes at least 50 hours flight time, including not less than
 - (i) 5 hours of dual instruction flight time,
 - (ii) 5 hours of dual flight time on instructional techniques, and
 - (iii) 25 hours solo flight time.

6. Recording of Flight Time

Flight time shall be recorded in a pilot log book by the applicant. The entries shall be certified correct by the holder of a Commercial Pilot Licence - Ultra-Light Aeroplane Category who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the applicable entries in the pilot log book.

7. Skill

Except as provided for in section 9, an applicant shall submit a letter from an authorized holder of a Commercial Pilot Licence - Ultra-Light Aeroplane Category or a Flight Instructor Rating - Aeroplane Category stating that the applicant has demonstrated his ability to perform and instruct both normal and emergency manoeuvres appropriate to the ultra-light aeroplane used for the training course, and with a degree of competency appropriate to that of an ultra-light aeroplane commercial pilot.

8. Privileges

The privileges attached to Commercial Pilot Licences - Ultra-Light Aeroplane Category may be found in Air Navigation Order (ANO), Series IV, No. 2, section 20. The Instructor Privileges described in section 20(b) of the ANO include the authorizing of ultra-light aeroplane students for solo flight and when authorized in writing, the certification that applicants for the issue of an Ultra-Light Aeroplane Private or Commercial Pilot Licence have reached a level of competency appropriate to that licence.

9. Other Credits

- (a) An applicant who holds a pilot licence in any other category of aircraft may be deemed to have met the examination requirement specified in paragraph 4(d) above.
- (b) An applicant who is the holder of, or has held a pilot licence of the aeroplane category within the preceding 5 years may have the experience requirements specified in paragraph 5(b) reduced to not less than 20 hours of flight time in Ultra-light aeroplanes, including not less than 2 hours dual instruction flight time and not less than 10 hours solo flight time.
- (c) The knowledge requirements of sections 4(a) and (b) and skill requirements of section 7 may be considered to have been met if the applicant holds, or has held within the preceding two years, a Flight Instructor Rating - Aeroplane or Helicopter category.
- (d) The requirement for a letter of recommendation can be satisfied by a successful instructor renewal flight test in the aeroplane or helicopter category.

10. Powered Parachutes

- (a) When the experience requirements have been met, in whole or in part on powered parachutes, a Commercial Pilot Licence - Ultra-Light may be issued and will be restricted to the operation and instruction of powered parachutes.
- (b) An applicant for a Commercial Pilot Licence - Ultra Light restricted to the operation and instruction of powered parachutes may be deemed to have met the dual requirements specified in 5(b)(i), 5(b)(ii) and 9(b).
- (c) The total 50 hours required, specified in 5(b), or 20 hours required, specified in 9(b), may be all solo flight time.
- (d) For the issue of an unrestricted Commercial Pilot Licence - Ultra-Light the solo powered parachute flight time may be credited; however, an additional 35 hours as specified in sub-paragraphs 5(b)(i), 5(b)(ii) and 5(b)(iii) or an additional 12 hours (2 dual and 10 solo) for applications under paragraph 9(b), on ultra-light aeroplanes other than powered parachutes, is required.

CHAPTER 14 - RECREATIONAL PILOT PERMIT - AEROPLANE CATEGORY

1. Age

An applicant shall have reached his sixteenth birthday.

2. Medical Fitness and Revalidation

- (a) An applicant who meets the conditions specified on the Civil Aviation Medical Declaration (Part B of Form 26-0297) may sign that Declaration. A Physician licensed to practice medicine in Canada must sign Part C of the Declaration to attest to the accuracy of the applicant's statement. The applicant may then be deemed to have met the Category 4 Medical Standards for Civil Aviation Personnel Licensing, and be issued a Medical Certificate, Category 4.
- (b) An applicant who does not meet the conditions specified on the Civil Aviation Medical Declaration shall have completed the medical examination requirements in accordance with the Medical Standards for Civil Aviation Personnel Licensing and be in possession of a valid Medical Certificate, Category 1, 3 or 4.
- (c) The normal medical validity period for the licence holder under 40 years of age is 60 months and for a licence holder 40 years of age or over, is twenty four months, calculated from the first day of the month following the date of medical declaration or medical examination.
- (d) Revalidation of the licence is accomplished by satisfactory completion of the medical requirements and issue of a new Category 1, 3, or 4 Medical Certificate.
- (e) A summary of the medical requirements for issue and revalidation of the licence is set forth in Chapter 1, Appendix "A".

3. Knowledge

An applicant shall have demonstrated his knowledge by obtaining not less than 60% in each of the following four mandatory subject areas as well as in the overall written examination (RPPAE):

- (a) Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the permit;
- (b) Navigation - navigation, radio aids and electronic theory;
- (c) Meteorology;
- (d) Aeronautics - General Knowledge - airframes, engines and systems, theory of flight, flight instruments, flight operations and human factors.

4. Experience

- (a) An applicant shall have completed a course of not less than 25 hours of Recreational Pilot Permit flight training which shall be under the supervision and direction of a qualified Flight Instructor - Aeroplane on an aeroplane operating with a Certificate of Airworthiness.

(b) The course of flight training shall include not less than

- (i) 15 hours dual instruction flight time, including not less than 2 hours cross-country flight time; and
- (ii) 5 hours solo flight time.

5. Recording and Crediting of Flight Time

Training flight time shall be recorded in a pilot log book by the student. Accuracy of the entries shall be certified correct by the Chief Flight Instructor of the flying club or school or in other cases by the instructor(s) who provided the training. For flight time in other than club or school aircraft, the registered owner of the aircraft must certify the accuracy of applicable entries in the pilot's log book. Detailed information regarding the crediting of flight time for the issue or endorsement of a pilot permit or licence will be set forth in Section 6 of Chapter 1 of this part.

6. Skill

An applicant for a Recreational Pilot Permit - Aeroplane Category shall have satisfactorily demonstrated to a Designated Flight Test Examiner (DFTE) - Aeroplane Category in flight and on the ground his ability to perform safely as the pilot-in command of an aeroplane, the procedures and manoeuvres set forth in the *Flight Test Standards Recreational Pilot Permit - Aeroplane* (TP12475E).

7. Privileges

The privileges attached to Recreational Pilot Permits - Aeroplane may be found in Air Navigation Order, Series IV, No. 2.

The holder of a valid Recreational Pilot Permit - Aeroplane may also fly Ultra-Light Aeroplanes.

8. Other Category Credits

Applicants for a Recreational Pilot Permit - Aeroplane who hold a valid Private Pilot Licence - Ultra-light Aeroplane or Commercial Pilot Licence - Ultra-light Aeroplane may credit all dual and solo flight time acquired on three axis-axis ultra-light or advanced ultra-light aeroplanes towards the experience requirements specified in paragraph 4 above.

9. Credits for DND Applicants

To be developed.

10. Credits for Foreign Applicants

To be developed.

11. Holders of Aeroplane Pilot Licences

Holders of a Private Pilot Licence or higher, aeroplane category pilot licence who wish to obtain a Recreational Pilot Permit -Aeroplane must meet the medical standards specified above and make application either in writing or by telephone to the nearest Regional Office.

PART II

ENDORSEMENTS AND RATINGS

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PART II

ENDORSEMENTS AND RATINGS

CHAPTER 1 - INSTRUMENT RATING

1. Definitions

The following definitions apply to this chapter:

"applicant" - a person applying to the Minister for the initial issue of an instrument rating or for the renewal of an instrument rating.

"flight test" - a flight test required by section 5 and conducted in accordance with the Flight Test Guide - Instrument Rating.

"instrument rating" - the special qualifications as may be prescribed by order of the Minister pursuant to Air Regulation 546(a).

"Flight Test Guide - Instrument Rating" - the guide to flight testing published by the Minister as TP 9939E.

2. General

- (a) The Minister may issue an instrument rating valid for aircraft in one of the following groups:
 - (i) Group 1 for all aeroplanes where the flight test was conducted in a multi-engine aeroplane,
 - (ii) Group 2 for multi-engine centre line thrust and single engine aeroplanes where the flight test was conducted in a multi-engine centre line thrust aeroplane,
 - (iii) Group 3 for single engine aeroplanes where the flight test was conducted in a single engine aeroplane, and
 - (iv) Group 4 for helicopters where the flight test was conducted in a helicopter.
- (b) An applicant who requires a flight test shall hold a valid Canadian pilot licence or a Flight Test Permit.
- (c) Except as otherwise provided for in section 9 and for the training specified in sub-paragraph 4(b)(i) instrument training for the issue of an instrument rating is to be based on the Instrument Rating Group:
 - (i) Group 1 Instrument training is to be conducted by
 - (A) a flight instructor who holds a valid instrument rating applicable to the aircraft group, and in the case where the student does not hold a multi-engine class rating, the instructor must have at least 50 hours of multi-engine experience as pilot-in-command with at least 10 hours as pilot-in-command on the type of aeroplane used, or

(B) the holder of a commercial pilot licence endorsed with a valid instrument rating provided the holder has 500 hours pilot-in-command experience of which 100 hours shall be in the applicable aircraft group and 10 hours as pilot-in-command on the type of aeroplane being used.

(ii) Group 2, 3, or 4 Instrument training is to be conducted by

(A) a flight instructor who holds a valid instrument rating applicable to the aircraft group, or

(B) the holder of a Commercial Pilot Licence or higher, endorsed with a valid instrument rating provided the holder has 500 hours pilot-in-command experience of which 100 hours shall be in the applicable aircraft group.

3. Knowledge

An applicant shall have obtained not less than 70% on the instrument rating written examination (INRAT) which shall include the following subjects:

- (a) Air Regulations;
- (b) Instrument Flight Rules and Procedures;
- (c) Meteorology;
- (d) Instruments;
- (e) Radio and Radar systems; and
- (f) Navigation.

4. Experience

Except as otherwise provided for in sections 9 and 10, an applicant shall have acquired not less than

- (a) 50 hours of cross-country flight as pilot-in-command in aeroplanes or helicopters of which 10 hours must be in the appropriate category; and
- (b) 40 hours of instrument time of which not more than 20 hours may be instrument ground time. The 40 hours instrument time shall include not less than
 - (i) 5 hours of dual instrument flight time acquired from the holder of a flight instructor rating,
 - (ii) 5 hours in aeroplanes where the applicant is applying for a Group 1, 2 or 3 instrument rating or in helicopters where the applicant is applying for a Group 4 instrument rating,
 - (iii) 15 hours of dual instrument flight time acquired from a person referred to in paragraph 2(c), and
 - (iv) one dual cross-country flight under simulated or actual IMC conditions of not less than 100 nautical miles under the instruction of a person referred to in paragraph 2(c), the flight to be conducted in accordance with an IFR flight plan to include at two different locations an instrument approach to minima.

5. Skill

Except as provided for in section 9, an applicant shall have, in preparation for and during a flight test, demonstrated the ability to perform normal and emergency manoeuvres solely by reference to instruments with a degree of competence appropriate to the privileges of the holder of an instrument rating and in accordance with the Flight Test Guide - Instrument Rating.

6. Privileges

(a) Subject to the privileges of the licence, the holder of a pilot licence endorsed with an instrument rating has the privilege of acting as pilot-in-command or co-pilot under the instrument flight rules for those aircraft of the group endorsed on the instrument rating.

(b) In order to act as pilot-in-command or co-pilot under the instrument flight rules, a pilot must have:

- (i) within the 12 months preceding the flight, successfully completed an Instrument Rating flight test for the appropriate Instrument Rating group (or a Pilot Proficiency Check in accordance with Air Navigation Order, Series I, No. 2 or Series VII, Nos. 2, 3 or 6, which shall include at least those exercises required for the renewal of an instrument rating); or
- (ii) within the six months preceding the flight completed in an aircraft or Level B, C, or D simulator of the same category and class:
 - (A) six hours of dual pilot-in-command or co-pilot instrument time as specified in Part I, Chapter 1, Section 6 of this manual; and
 - (B) six instrument approaches as the pilot manipulating the controls or programming and controlling the autopilot system or other onboard guidance system.

7. Validity Periods

(a) Subject to paragraph (c), an instrument rating is normally valid for 24 months from the first day of the month following the flight test. If a flight test for renewal of an instrument rating is passed within the 90 days prior to its expiry, the renewed rating shall be valid to the same date as if the flight test was done immediately prior to the expiry date.

(b) Pilot Proficiency Checks in accordance with Air Navigation Order, Series I, No. 2 conducted within the 90 days prior to the expiry date will be renewed valid to the same date as if the flight test was done immediately prior to the expiry date.

(c) An instrument rating may be issued for a period of less than twenty four months.

8. Renewal

(a) Subject to paragraph (b), an applicant for renewal of an instrument rating shall have passed the flight test described in section 5.

(b) Except as provided for in paragraph (c) below, where an instrument rating has lapsed for more than 24 months, an applicant for renewal of an instrument rating shall have

- (i) passed the flight test described in section 5, and
- (ii) obtained not less than 70% in the written examination (INRAT) described in section 3.

(c) Waiver of INRAT Examination

An applicant whose instrument rating has been expired for more than 24 months may be exempted from the INRAT examination provided:

- (i) the applicant is a Second Officer with a Canadian Air Carrier that operates aircraft requiring a Second Officer or Flight Engineer;
- (ii) on commencement of employment as a Second Officer or Flight Engineer, the applicant held an Instrument Rating and a Commercial Pilot Licence Aeroplane Category.

(d) When the holder of an Airline Transport Pilot Licence renews the instrument rating on a Group 2 or 3 aircraft, the pilot may continue to hold the ATPL-A with a Group 1 instrument rating (either expired or on the basis of 6-6-6 in the second year). A Commercial Pilot Licence with a Group 3 instrument rating may be issued.

9. Credits for DND Applicants

- (a) The experience requirements specified in paragraph 4(b) may be acquired under the instruction of equivalent military personnel.
- (b) The flight test specified in section 5 may be deemed to have been met for Canadian Forces personnel who
 - (i) have reached wings standard;
 - (ii) hold a valid unrestricted Canadian Forces instrument rating appropriate to the class and type of aircraft; and
 - (iii) have met the experience requirements specified in section 4 above.

10. Foreign Applicants

The experience requirements specified in paragraph 4(b) may be acquired under the instruction of foreign instructors with qualifications equivalent to those specified in paragraph 2(c).

CHAPTER 2 - FLIGHT INSTRUCTOR RATING

DIVISION 1 - GENERAL

1. Ratings

The following instructor ratings may be issued to applicants who meet the applicable requirements of this Chapter:

- (a) Aeroplane;
- (b) Helicopter;
- (c) Gyroplane;
- (d) Glider;
- (e) Aerobatic - Aeroplane; or
- (f) Balloon.

2. Definitions

- (a) "Direct Supervision" in the case of the holder of a Class 4 Flight Instructor Rating means that the instructor shall be under the direct supervision of the holder of a Class 2 or 1 Flight Instructor Rating, in the applicable category, designated for that purpose by the Chief Flight Instructor.
- (b) "Flight instructor experience" means with respect to the experience requirements for flight instructor ratings, the flight time accumulated while providing dual in-flight instruction to applicants for:
 - (i) Recreational Pilot Permit;
 - (ii) Private or Commercial Pilot Licence;
 - (iii) Night Rating;
 - (iv) Instructor ratings;
 - (v) Aerobatic training; and
 - (vi) Ab-initio flight instruction by Canadian Forces or foreign licence holders.
- (c) "Flight Test Record" means a record maintained by the Regional Director, Aviation Licensing, for each Civil Flight Instructor - Aeroplane or Helicopter Category and shall contain, for each applicant recommended for flight test, an assessment of the results for each flight test item and the overall results indicating whether or not the test was successfully completed. In the case of a Class 1 Instructor, two records shall be maintained: one for Private and Commercial Licences and the second for Instructor Ratings.
- (d) "Instructor flight test" means
 - (i) an assessment of the applicant's ability to fly the aircraft;
 - (ii) a demonstration of the in-flight instruction of one or more of the air exercises;

- (iii) at the discretion of the examiner, a demonstration of one or more of the following:
 - (A) use of lesson plans,
 - (B) preparatory ground instruction,
 - (C) pre-flight briefing,
 - (D) post flight de-briefing,
 - (E) student evaluation,
 - (F) use of the flight instructor guide,
 - (G) presentation of pilot decision-making concepts;
- (iv) a review of instructor's general knowledge, to a level of skill and proficiency commensurate with the requirements of the class or type of flight instructor rating sought or being renewed; and
- (v) shall be conducted in accordance with the Flight Test Guide, Instructor Rating - Aeroplane, Helicopter, Aerobatic, TP 5537E.

(e) "Instructor's Training Record While Under Direct Supervision" means the form provided in PLH Vol. 1, Part III, page 1-7.

(f) "Under direct supervision" in the case of the holder of a Class 4 Flight Instructor Rating means that he shall

- (i) submit for review by the designated supervising instructor his training program for each student to ensure conformity with the Flight Training Manual and Flight Instructor Guide; and
- (ii) submit for flight progress checks to the supervising instructor, each of his students at intervals to be specified by the supervising instructor, but not less than once before the first solo flight and once before the flight test for issue of the licence.

3. Aeroplane Land/Sea Class Rating Instruction

- (a) An instructor flight test shall be completed in the class of aeroplane appropriate to the dual instruction to be conducted by the instructor.
- (b) An instructor who has completed an instructor flight test in a "land" class aeroplane shall, before conducting dual instruction in a "sea" class aeroplane, have acquired not less than 50 hours pilot-in-command flight time in "sea" class aeroplanes.
- (c) An instructor who has completed an instructor flight test in a "sea" class aeroplane shall, before conducting dual instruction in a "land" class aeroplane, have acquired not less than 50 hours pilot-in-command flight time in "land" class aeroplanes.

4. Alternate Category Aircraft Training

Training may be conducted and supervision may be exercised only by flight instructors who hold a licence and instructor rating in the category of aircraft for which training or supervision is given.

5. General

- (a) Instructor flight tests will be conducted only by examiners approved by the Department of Transport, in aircraft with a normal system of dual control. Aircraft used for the tests must be supplied by and at the expense of the applicant. Aeroplanes shall be of a type certified for spinning, and helicopters shall be in a configuration which will permit full-on autorotations.
- (b) An applicant for a Class 4 Flight Instructor Rating must complete 50% of the course flight training requirements and all ground school requirements for issue of any instructor rating before attempting any applicable written examinations. A letter of recommendation from the applicant's ground training instructor must be submitted before a written examination for a Class 4 Flight Instructor rating is attempted.
- (c) Applicants for a higher class of instructor rating must provide evidence of having completed 50% of the required experience before attempting any applicable written examinations.
- (d) All written examinations shall be successfully completed and the flight experience requirements for an instructor rating must be completed prior to the instructor flight test.
- (e) Before attempting the flight test for the initial issue of a Class 4 Flight Instructor Rating or Class 2 Aerobatic Instructor rating, an applicant shall submit a "Flight Crew Licence - Application for Rating", (Form 26-0083) signed within the preceding 30 days by the holder of a Class 1 Flight Instructor Rating, Aeroplane, Helicopter, or Aerobatic, as appropriate, certifying that the candidate has received the required flight and ground instruction and is recommended for the flight test.
- (f) Candidates attempting a re-test after a flight test in which a mark of F was assigned for any of the areas assessed must provide a written recommendation from the holder of a Class 1 Instructor Rating - Aeroplane, Helicopter or Aerobatic, as appropriate, certifying that the candidate is considered competent to undertake an instructor flight test. The recommendation must be dated within 30 days of the attempted re-test.
- (g) The course curricula and presentation of the ground and air demonstrations for instructor flight tests for Class 1, 2, 3 & 4 Flight Instructor Ratings shall be based on, and in accordance with the procedures and techniques specified in the Department of Transport publications, Flight Training Manual, Flight Instructor Guide, Pilot Decision-Making Manual for Private Pilot Training and the Flight Test Guide applicable and appropriate for the category of aircraft.
- (h) Department of Transport Inspectors shall be permitted to monitor the training provided to any student by any instructor. This monitoring may be completed to determine the extent to which approved teaching techniques are used and to determine the quality of the teaching provided to the student. Provided the monitoring activities can be scheduled conveniently for all concerned, the monitoring activities may include, but are not limited to, observation of preparatory ground instruction, pre-flight briefings, post-flight de-briefings, in-flight dual instruction and solo training flights. At their discretion, Transport Canada Inspectors shall be permitted to conduct flight tests and other check flights that form part of the training programme.

6. Renewal of Flight Instructor Ratings

(a) Class 1, 2 and 3 Flight Instructor Ratings - Aeroplane or Helicopter Category and Class 1 and 2 Aerobatic Instructor Ratings may be renewed for an additional twelve months, provided the following conditions are met:

- (i) the renewal is initiated prior to the current expiry date of the rating;
- (ii) the applicant is not the subject of action in accordance with Part II, Chapter 2, Division I, Section 8(c), (d) or (e); and
- (iii) a renewal under this provision has not been issued to the applicant since the last flight test for the issue, renewal or up-grade of an instructor rating in the same category.

NOTE: The renewal granted via attendance at a Transport Canada flight instructor refresher course is considered equivalent to the instructor having completed a flight test.

(b) In the case of a Flight Instructor Rating which is, or has been, valid within the preceding 12 months, an applicant for renewal shall complete the test set forth under Skill in the appropriate Category and Class.

(c) In the case of a Flight Instructor Rating which has been invalid for more than 12 months but less than 24 months an applicant for renewal shall

- (i) provide recommendations from the holder of a valid Class 1 Instructor Rating in the appropriate Category indicating that the applicant is considered competent to undertake an instructor flight test; and
- (ii) successfully complete the test set forth under Skill in the appropriate Category and Class.

(d) In the case of a Flight Instructor Rating which has been invalid for more than 24 months, an applicant shall

- (i) provide recommendations from the holder of a valid Class 1 Flight Instructor Rating in the appropriate Category indicating that the applicant is considered competent to complete the written examination and undertake an instructor flight test;
- (ii) successfully complete the examination requirement set forth under Knowledge in the appropriate Category and Class, and
- (iii) successfully complete the test requirement set forth under Skill in the appropriate Category and Class.

(e) Tests for the renewal or upgrade of an instructor rating may be conducted within the 90 day period prior to expiry of the existing rating. Successful completion of the test will result in the normal validity period being applied from the date of expiry of the existing rating.

7. Failure of Instructor Rating Renewal Test

(a) When the holder of a currently valid Flight Instructor Rating fails any exercise during an instructor flight test, the examiner shall draw a line through the instructor rating endorsement and add the following notation:

"Flight Instructor Rating, suspended"

followed by the examiner's signature and the date.

- (b) A flight instructor attempting a re-test after a flight test in which any exercise has been assessed Fail, shall provide a written recommendation from the holder of a Class 1 Flight Instructor Rating in the appropriate Category, stating that the applicant is considered competent to undertake a flight instructor flight test.
- (c) When the holder of a Class 1 or 2 Flight Instructor Rating - Aeroplane or Helicopter Category, fails to meet the standard being applied for but meets the
 - (i) Class 2 instructor standard, the licence may be endorsed for a Class 2 Instructor Rating; or
 - (ii) Class 3 instructor standard, the licence may be endorsed for a Class 3 Instructor Rating.
- (d) When the holder of a Class 1 Flight Instructor Rating - Aerobatic Category, fails to meet the Class 1 instructor standard but meets the Class 2 instructor standard, the licence may be endorsed for a Class 2 Instructor Rating.

8. Flight Test Record

- (a) A flight test record for each Civil Flight Instructor shall be maintained by the Regional Director, Aviation Licensing. Where a flight test record shows more than three failures among either the last ten ~~Recreational, Private or Commercial~~ flight tests, or the last ten Instructor Rating flight tests recommended by the instructor, or more than three failures in total if fewer than ten have been recommended, the Superintendent, Flight Training Standards shall assign a Flight Training standards Inspector to consult with the instructor in order to review the factors contributing to the failures. If the instructor is employed at a certificated Flight Training Unit, the Chief Flight Instructor of that Unit shall also be consulted.
- (b) If the factors contributing to the flight test failures cannot be attributed to the performance of the instructor, then no further action will be required.
- (c) If the flight test failures can be attributed all or in part to the performance of the instructor, the Flight Training Standards Inspector, the Chief Flight Instructor, where applicable, and the instructor shall jointly develop a plan of action to correct the identified problem. This action may include but is not limited to observation of in flight or ground instruction given by the instructor and remedial flight or ground training from appropriate sources.
- (d) Transport Canada will continue to monitor the performance of the instructor by analysis of the flight test record of the instructor for the next five flight tests.
- (e) If, after the initiation of the plan for corrective action, more than two of the next five tests monitored result in failures, the instructor will be required to undergo an instructor rating flight test focusing on identified problems to determine that the instructor continues to maintain the appropriate level of skill.

9. Extension of Flight Instructor Ratings

Under extenuating circumstances, a Flight Instructor Rating may be extended by a Regional Director Aviation Licensing for a period not to exceed 60 days following the expiry date of the rating provided that:

- (a) the application is made prior to the expiry date of the rating; and
- (b) an operational need can be verified.

NOTE: Extensions of more than 60 days require Headquarters approval.

DIVISION 2(a) - FLIGHT INSTRUCTOR RATING - AEROPLANE CATEGORY, CLASS 4

1. Class of Rating

Class 4 - Aeroplanes

2. Prerequisites

Before commencing training for the Class 4 Instructor Rating, an applicant shall

- (a) hold a valid Commercial, Senior Commercial or Airline Transport Pilot Licence - Aeroplane Category; and
- (b) have acquired not less than 20 hours instrument time, at least 10 hours of which must be instrument flight time.

3. Knowledge

- (a) Except as provided in subsections (c) and (d) below, an applicant shall have completed not less than 25 hours of Instructor Rating ground school instruction from the holder of a valid Class 1 Flight Instructor Rating - Aeroplane Category or in special circumstances from a person authorized by the Director, Aviation Licensing, which shall include
 - (i) practical application of the basic principles of learning and techniques of instruction;
 - (ii) preparation and use of lesson plans;
 - (iii) procedures for planning and presenting preparatory ground instruction, pre-flight briefings, in-flight instruction, and post-flight debriefings;
 - (iv) theory of flight required to teach the air exercises;
 - (v) aircraft flight manuals and aircraft operating limits;
 - (vi) presentation of pilot decision-making concepts; and
 - (vii) the use of the Transport Canada Flight Instructor Guide, Flight Training Manual, Personnel Licensing Handbooks, and the Flight Test Guide, Private and Commercial Pilot Licences - Aeroplane Category.
- (b) An applicant shall demonstrate his knowledge by obtaining not less than 70% in a written examination on aeroplane administration, instructors' general knowledge, theory of flight, aircraft instruments, instrument indications, radio navigational techniques, and instrument instruction techniques (AIRAF).
- (c) Ten (10) hours of the 25 hours ground school instruction requirement in (a) above shall be deemed to have been met in the case of an applicant who holds, or has held within the preceding 24 months, a valid
 - (i) Canadian Flight Instructor Rating for helicopters, gyroplanes, gliders, balloons or aerobatics;
 - (ii) Canadian Forces Instructor Category, Helicopters for initial flight training; or
 - (iii) Flight Instructor Rating - Helicopter Category issued by a Contracting State of the International Civil Aviation Organization.

- (d) Fifteen (15) hours of the 25 hours ground school instruction requirement in (a) above shall be deemed to have been met in the case of an applicant who holds, or has held within the preceding 24 months, a valid
 - (i) Canadian Forces Instructor Category, Aeroplanes for initial flight training; or
 - (ii) Flight Instructor Rating - Aeroplane Category issued by a Contracting State of the International Civil Aviation Organization.
- (e) The written examination requirement in sub-paragraph (b)(ii) above shall be deemed to have been met in the case of an applicant who holds, or has held within the preceding 24 months, a valid Flight Instructor Rating for helicopters.

4. Experience

- (a) Except as provided below, an applicant must provide evidence of having acquired in aeroplanes a minimum of 30 hours of dual flight instruction obtained from the holder of a valid Class 1 Flight Instructor Rating - Aeroplane Category. The 30 hours of dual flight training must focus on overall pilot proficiency and the presentation of all exercises set forth in the Flight Instructor Guide and must include not less than 5 hours of training in the teaching of instrument flight skills.
- (b) Equivalent experience acquired by an applicant who holds, or has held within the preceding 24 months, a valid
 - (i) Canadian Forces Instructor Category, Aeroplanes for initial flight training; or
 - (ii) Flight Instructor Rating - Aeroplane Category issued by a Contracting State of the International Civil Aviation Organizationmay be credited toward a maximum of fifteen (15) of the 30 hours of dual flight instruction referred to in (a) above.

- (c) In the case of an applicant who holds, or has held within the preceding 24 months, a valid Canadian Flight Instructor Rating - Helicopter Category, the 30 hours of dual flight instruction referred to in (a) above shall be reduced to 20 hours and the 5 hours of training in the teaching of instrument flight skills will be deemed to have been met.

5. Skill

By means of an instructor flight test, the applicant must meet the Instructor Competency Assessment Standards for a Class 4.

6. Privileges

- (a) Subject to the privileges of his pilot licence and (c) below, the holder of a pilot licence endorsed with a valid Class 4 Flight Instructor Rating - Aeroplane Category may, in aeroplanes under direct supervision of the holder of a valid Class 2 or Class 1 Flight Instructor Rating - Aeroplane Category,
 - (i) conduct dual flight instruction for the issue of a pilot licence and the night rating; and

- (ii) subject to the concurrence of the supervising instructor,
 - (A) authorize students for solo flight, and
 - (B) recommend students for the flight test for the issue of a licence.
- (b) When authorizing a student for first solo flight or recommending a student for a flight test, the Class 4 Instructor shall
 - (i) enter and sign such authorization or recommendation in the student's pilot training record, for approval countersignature, licence number and instructor rating class of the supervising instructor; and
 - (ii) enter the particulars of such authorization or recommendation in his own personal log book.
- (c) The holder of a Class 4 Flight Instructor Rating - Aeroplane Category shall exercise the privileges under item (a) above only while employed at a flight training unit which holds a valid Flight Training Operating Certificate.
- (d) A holder of a Class 4 Flight Instructor Rating - Aeroplane Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

Not Applicable.

8. Validity Periods

The Class 4 Flight Instructor Rating - Aeroplane Category will be issued valid to the first day of the thirteenth month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General.

10. Failure of Instructor Rating Renewal Test

See Division 1 - General.

11. Flight Test Record

See Division 1 - General.

12. Instructor's Training Record While Under Direct Supervision

See Part III, page 1-7.

DIVISION 2(b) - FLIGHT INSTRUCTOR RATING - AEROPLANE CATEGORY, CLASS 31. Class of Rating

Class 3 - Aeroplanes

2. Prerequisites

- (a) Except as provided in (b) below, an applicant for a initial Class 3 Flight Instructor Rating - Aeroplane Category shall hold a valid Class 4 Flight Instructor Rating - Aeroplane Category and meet the following knowledge, experience and skill requirements.
- (b) Providing that the additional knowledge, experience and skill requirements in sections 3, 4 and 5 are met, the requirement to hold a Class 4 Flight Instructor Rating - Aeroplane Category does not apply
 - (i) a Canadian Forces Flight Instructor - Aeroplanes, or
 - (ii) the holder of a Flight Instructor Rating - Aeroplane Category issued by a Contracting State provided that
 - (A) the State that issued the rating and Canada have formally agreed to grant reciprocal exemptions; and
 - (B) the rating was not issued on the basis of a rating issued by a State with which Canada has not formally agreed to grant reciprocal exemptions.

3. Knowledge

- (a) An applicant qualifying under 2(b) above who has acquired not less than 750 hours ab-initio flight instruction experience shall, following a course of ground instruction which shall include the subjects listed in Division 2(a), section 3, subsection (a), from the holder of a Class 1 Flight Instructor Rating,
 - (i) obtain a letter of recommendation from that instructor to attempt the written examinations in (ii) below; and
 - (ii) obtain not less than 70% in a written examination on aeroplane administration, instructors' general knowledge, theory of flight, aircraft instruments, instrument indications, radio navigational techniques, and instrument instruction techniques (AIRAF).
- (b) An applicant qualifying under 2(b) above who has acquired less than 750 hours, but not less than 300 hours ab-initio flight instruction shall, following a course of not less than 10 hours ground instruction, which shall include the subjects listed in Division 2(a), section 3, subsection (a),
 - (i) obtain a letter of recommendation from the holder of a Class 1 Flight Instructor Rating to attempt the written examinations specified in (a)(ii) above; and
 - (ii) obtain not less than 70% in each of the written examinations specified in (a)(ii) above.

4. Experience

- (a) Except as provided in (b) below, an applicant shall provide evidence of having conducted in aeroplanes, not less than 100 hours dual flight instruction for the issue of a pilot licence.
- (b) The requirements in (a) above do not apply to an applicant who meets the requirements of 2(b).

5. Skill

- (a) An applicant shall provide on an "Instructor's Training Record While Under Direct supervision", Part III, page 1-7, evidence of having conducted 50% or more of the last 10 hours of the dual flight instruction, authorizing no fewer than 3 students for their first solo flight and recommending 3 students for their flight test for issue of a permit or licence, all of whom demonstrated the required standard of skill and knowledge, or
- (b) Where an applicant qualifies under 2(b) the applicant shall, following a course of dual instruction from the holder of a Class 1 Flight Instructor,
 - (i) obtain a letter of recommendation from that instructor to attempt the flight test; and
 - (ii) by means of an instructor flight test meet the Instructor Competency Assessment Standards for a Class 3.
- (c) Unless the application for a Class 3 Instructor Rating coincides with the expiry date of a Class 4 Instructor Rating, a flight test is not normally required for the issue of a Class 3 Flight Instructor Rating - Aeroplane Category provided the conditions in (a) above are met.
- (d) Applicants who are the subject of action in accordance with Part II, Chapter 2, Division 1, Section 8 (c), (d) and (e) are not eligible to upgrade their instructor rating from a Class 4 to a Class 3.

6. Privileges

- (a) Subject to the privileges of his pilot licence and having maintained a satisfactory flight test record, the holder of a pilot licence endorsed with a valid Class 3 Flight Instructor Rating - Aeroplane Category may, in aeroplanes,
 - (i) conduct dual flight instruction for the issue of a pilot licence and the night rating;
 - (ii) authorize any student for solo flight;
 - (iii) recommend any student for flight test for issue of a pilot licence; and
 - (iv) recommend any student for a night rating; and
 - (v) subject to the provisions of Part IV, Chapter 5, Paragraph 6, excluding Subsections (b) and (c), act as Chief Flight Instructor, provided that no other flight or ground instructor is employed at the Flight Training Unit.
- (b) A holder of a Class 3 Flight Instructor Rating - Aeroplane Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

Not Applicable.

8. Validity Periods

The initial Class 3 Flight Instructor Rating - Aeroplane Category will be issued valid to the first day of the thirteenth month following the month in which the most recent Class 4 instructor test was conducted, or in the case of applicants qualifying under section 2(b), from the date of the Class 3 instructor test. Subsequent renewals will be issued valid to the first day of the thirteenth month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General.

10. Failure of Instructor Rating Renewal Test

See Division 1 - General.

11. Flight Test Record

See Division 1 - General.

DIVISION 2(c) - FLIGHT INSTRUCTOR RATING - AEROPLANE CATEGORY, CLASS 2

1. Class of Rating

Class 2 - Aeroplanes

2. Prerequisites

An applicant for an initial Class 2 Flight Instructor Rating - Aeroplane Category shall have held a valid Class 3 Flight Instructor Rating - Aeroplane Category and meet the following knowledge, experience and skill requirements.

3. Knowledge

An applicant shall have demonstrated his knowledge within the previous 12 months by obtaining not less than 70% in a written examination on training, administration and licensing procedures, and aeronautical knowledge (AIRAT).

4. Experience

An applicant shall provide evidence of having conducted, in aeroplanes, not less than 500 hours of flight instructor experience, including not less than

- (a) 400 hours dual flight instruction for the issue of a civil pilot licence or to military wings standards; and
- (b) have recommended no fewer than 10 applicants for the recreational, private and/or commercial flight test, of which a maximum of 3 may be for the recreational flight test.
- (c) Five (5) of the 10 recommendations for the private and/or commercial flight test referred to in 4(b) shall be deemed to have been met in the case of an applicant who has held a Canadian Forces Qualified Flying Instructor (QFI) Category A1 or A2 valid for training on single-engine aeroplanes.

5. Skill

- (a) By means of an instructor flight test, the applicant must meet the Instructor Competency Assessment Standards for a Class 2.
- (b) Applicants who are the subject of action in accordance with Part II, Chapter 2, Division 1, Section 8 (c), (d) and (e) are not eligible to upgrade their instructor rating from a Class 3 to a Class 2.

6. Privileges

- (a) Subject to the privileges of his pilot licence and having maintained a satisfactory flight test record, the holder of a pilot licence endorsed with a valid Class 2 Flight Instructor Rating - Aeroplane Category may, in aeroplanes,
 - (i) conduct dual flight instruction for the issue of a pilot licence and the night rating;
 - (ii) authorize any student for solo flight;
 - (iii) recommend any student for flight test for issue of a pilot licence;

- (iv) recommend any student for a night rating;
- (v) provide direct supervision of a Class 4 Aeroplane Instructor; and
- (vi) subject to the provisions of Part IV, Chapter 5, section 6, act as Chief Flight Instructor.

(b) A holder of a Class 2 Flight Instructor Rating - Aeroplane Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

When providing direct supervision to a Class 4 Instructor, the Class 2 Instructor shall

- (a) review and approve the Class 4 Instructor's proposed training program for each student to ensure conformity with the Flight Training Manual and Flight Instructor Guide;
- (b) specify the intervals at which progress checks are required, which shall be not less than once before the first solo flight and before the flight test for issue of a licence;
- (c) conduct the progress checks specified in (b);
- (d) approve and countersign the student's pilot training record for each first solo flight authorized and for each flight test recommended by the Class 4 Instructor; and
- (e) certify the Class 4 Instructor's "Instructor's Training Record While Under Direct Supervision", Part III, page 1-7, as to the student's competency with respect to first solo flights and flight tests for issue of licences.

8. Validity Periods

The Class 2 Flight Instructor Rating - Aeroplane Category will be issued valid to the first day of the twenty-fifth month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General.

10. Failure of Instructor Rating Renewal Test

See Division 1 - General.

11. Flight Test Record

See Division 1 - General

DIVISION 2(d) - FLIGHT INSTRUCTOR RATING - AEROPLANE CATEGORY, CLASS 1

1. Class of Rating

Class 1 - Aeroplanes

2. Prerequisites

An applicant for an initial Class 1 Flight Instructor Rating - Aeroplane Category shall have held a valid Class 2 Flight Instructor Rating - Aeroplane Category and meet the following knowledge, experience and skill requirements.

3. Knowledge

An applicant shall have demonstrated his knowledge within the previous 12 months by obtaining not less than 80% in a written examination on training, administration and licensing procedures, and aeronautical knowledge (AIRAT).

4. Experience

An applicant shall provide evidence of having conducted, in aeroplanes, not less than 750 hours of flight instruction, including not less than

- (a) 600 hours dual flight instruction for the issue of a civil pilot licence or to military wings standards, and
- (b) have recommended no fewer than 10 applicants for the recreational, private and/or commercial flight test, of which a maximum of 3 may be for the recreational flight test.
- (c) Five (5) of the 10 recommendations for the private and/or commercial flight test referred to in 4(b) shall be deemed to have been met in the case of an applicant who has held a Canadian Forces Qualified Flying Instructor (QFI) Category A1 or A2 valid for training on single-engine aeroplanes.

5. Skill

- (a) By means of an instructor flight test, the applicant must meet the Instructor Competency Assessment Standards for a Class 1.
- (b) Applicants who are the subject of action in accordance with Part II, Chapter 2, Division 1, Section 8 (c), (d) and (e) are not eligible to upgrade their instructor rating from a Class 2 to a Class 1.

6. Privileges

- (a) Subject to the privileges of his pilot licence and having maintained a satisfactory flight test record, the holder of a pilot licence endorsed with a valid Class 1 Flight Instructor Rating - Aeroplane Category may, in aeroplanes,
 - (i) conduct dual flight instruction for the issue of a pilot licence and night rating;
 - (ii) authorize any student for solo flight;
 - (iii) recommend any student for flight test for issue of a pilot licence;
 - (iv) recommend any student for a night rating;

- (v) provide direct supervision of a Class 4 Aeroplane Instructor;
- (vi) conduct the course of ground school instruction and flight training for the issue of a Flight Instructor Rating - Aeroplane Category;
- (vii) recommend applicants for the instructor flight test for the issue of a Flight Instructor Rating - Aeroplane Category; and
- (viii) subject to the provisions of Part IV, Chapter 5, section 6, act as Chief Flight Instructor.

(b) A holder of a Class 1 Flight Instructor Rating - Aeroplane Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

When providing direct supervision to a Class 4 Instructor, the Class 1 Instructor, shall

- (a) review and approve the Class 4 Instructor's proposed training program for each student to ensure conformity with the Flight Training Manual and Flight Instructor Guide;
- (b) specify the intervals at which progress checks are required, which shall be not less than once before the first solo flight and before the flight test for issue of a licence;
- (c) conduct the progress checks specified in (b);
- (d) approve and countersign the student's pilot training record for each first solo flight authorized and for each flight test recommended by the Class 4 Instructor; and
- (e) certify the Class 4 Instructor's "Instructor's Training Record While Under Supervision", Part III, page 1-7, as to the student's competency with respect to first solo flights and flight tests for issue of licences.

8. Validity Periods

The Class 1 Flight Instructor Rating - Aeroplane Category will be issued valid to the first day of the thirty seventh month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General

10. Failure of Instructor Rating Renewal Test

See Division 1 - General.

11. Flight Test Record

See Division 1 - General.

DIVISION 3(a) - FLIGHT INSTRUCTOR RATING - HELICOPTER CATEGORY, CLASS 4

1. Class of Rating

Class 4 - Helicopters

2. Prerequisites

Except as provided below, before commencing training for the Class 4 Instructor Rating, an applicant shall

- (a) hold a valid Commercial Pilot Licence - Helicopter Category;
- (b) have acquired not less than 250 hours flight time as pilot-in-command in helicopters; and
- (c) have acquired not less than 15 hours of instrument flight time of which not more than 5 hours may have been acquired in Department of Transport approved instrument ground trainers.

3. Knowledge

- (a) Except as provided in subsections (c) and (d) below, an applicant shall have completed not less than 25 hours of Instructor Rating ground school instruction from the holder of a valid Class 1 Flight Instructor Rating - Helicopter Category or in special circumstances from a person authorized by the Director, Aviation Licensing, which shall include
 - (i) practical application of the basic principles of learning and techniques of instruction;
 - (ii) preparation and use of lesson plans;
 - (iii) procedures for planning and presenting preparatory ground instruction, pre-flight briefings, in-flight instruction and post-flight debriefings;
 - (iv) theory of flight, required to teach the air exercises;
 - (v) aircraft flight manuals and aircraft operating limitations;
 - (vi) presentation of pilot decision-making concepts; and
 - (vii) the use of the Transport Canada Helicopter Flight Instructor Guide, Flight Training Manual, Personnel Licensing Handbooks, and the Flight Test Guide, Private and Commercial Pilot Licences - Helicopter Category.
- (b) Except as provided below, an applicant shall demonstrate his knowledge by obtaining not less than 70% in each of the following written examinations
 - (i) helicopter administration, instructors' general knowledge and theory of flight (HIRAF); and
 - (ii) aircraft instruments, instrument indications, radio navigational techniques, and instrument instruction techniques (FIREN).
- (c) Ten (10) hours of the 25 hours ground school instruction requirement in (a) above shall be deemed to have been met in the case of an applicant who holds, or has held within the preceding 24 months, a valid
 - (i) Canadian Flight Instructor Rating for aeroplanes, gyroplanes, gliders, balloons or aerobatics;

- (ii) Canadian Forces Instructor Category, Aeroplanes for initial flight training; or
- (iii) Flight Instructor Rating - Aeroplane Category issued by a Contracting State, of the International Civil Aviation Organization.

(d) Fifteen (15) hours of the 25 hours ground school instruction requirement in (a) above shall be deemed to have been met in the case of an applicant who holds or has held within the preceding 24 months, a valid

- (i) Canadian Forces Instructor Category, Helicopters for initial flight training; or
- (ii) Flight Instructor Rating - Helicopter Category issued by a Contracting State, of the International Civil Aviation Organization.

(e) The written examination requirement in sub-paragraph (b)(ii) above shall be deemed to have been met in the case of an applicant who holds or has held within the preceding 24 months a valid Flight Instructor Rating for aeroplanes.

4. Experience

(a) Except as provided below, an applicant must provide evidence of having acquired in helicopters a minimum of 30 hours of dual flight instruction obtained from the holder of a Class 1 Flight Instructor Rating - Helicopter Category. The 30 hours of dual flight training must focus on overall pilot proficiency and the presentation of all exercises set forth in the Helicopter Flight Instructor Guide and must include not less than 5 hours of training in the teaching of instrument flight skills.

(b) Equivalent experience acquired by an applicant who holds, or has held within the preceding 24 months, a valid

- (i) Canadian Forces Instructor Category, Helicopters for initial flight training; or
- (ii) Flight Instructor Rating - Helicopter Category issued by a Contracting State of the International Civil Aviation Organization.

may be credited toward a maximum of fifteen (15) of the 30 hours of dual flight instruction referred to in (a) above.

(c) In the case of an applicant who holds or has held within the preceding 24 months a valid Canadian Flight Instructor Rating - Aeroplane Category, the 30 hours of dual flight instruction referred to in (a) above shall be reduced to 20 hours and the 5 hours training in the teaching of instrument flight skills will be deemed to have been met.

5. Skill

By means of an instructor flight test, the applicant must meet the Instructor Competency Assessment Standards for a Class 4.

6. Privileges

(a) Subject to the privileges of his pilot licence and (c) below, the holder of a pilot licence endorsed with a valid Class 4 Flight Instructor Rating - Helicopter Category may, in helicopters under direct supervision of the holder of a valid Class 2 or Class 1 Flight Instructor Rating - Helicopter Category,

- (i) conduct dual flight instruction for the issue of a pilot licence and a night rating; and

- (ii) subject to the concurrence of the supervising instructor,
 - (A) authorize students for solo flight, and
 - (B) recommend students for the flight test for the issue of a licence.
- (b) When authorizing a student for first solo flight or recommending a student for a flight test, the Class 4 Instructor shall
 - (i) enter and sign such authorization or recommendation in the student's pilot training record, for approval and countersignature, licence number and instructor rating class of the supervising instructor; and
 - (ii) enter the particulars of such authorization or recommendation in his own personal log book.
- (c) The holder of a Class 4 Flight Instructor Rating - Helicopter Category shall exercise the privileges under item (a) above only while employed at a flying club or school.
- (d) A holder of a Class 4 Flight Instructor Rating - Helicopter Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

Not applicable.

8. Validity Periods

The Class 4 Flight Instructor Rating - Helicopter Category will be issued valid to the first day of the thirteenth month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General.

10. Failure of Instructor Rating Renewal Test

See Division 1 - General.

11. Flight Test Record

See Division 1 - General.

12. Instructors Training Record While Under Direct Supervision

See Part III, page 1-7

DIVISION 3(b) - FLIGHT INSTRUCTOR RATING - HELICOPTER CATEGORY, CLASS 3

1. Class of Rating

Class 3 - Helicopters

2. Prerequisites

(a) Except as provided in (b) below, an applicant for an initial Class 3 Flight Instructor Rating - Helicopter Category shall hold a valid Class 4 Flight Instructor Rating - Helicopter Category and meet the following knowledge, experience and skill requirements.

(b) Providing that the additional knowledge, experience and skill requirements in sections 3, 4 and 5 below are met, the requirement to hold a Class 4 Flight Instructor Rating - Helicopter Category does not apply to

- (i) a Canadian Forces Flight Instructor - Helicopters, or
- (ii) the holder of a Flight Instructor Rating - Helicopter Category issued by a Contracting State provided that
 - (A) the State that issued the rating and Canada have formally agreed to grant reciprocal exemptions, and
 - (B) the rating was not issued on the basis of a rating issued by a State with which Canada has not formally agreed to grant reciprocal exemptions.

3. Knowledge

(a) An applicant qualifying under 2(b) above who has acquired not less than 750 hours ab-initio flight instruction experience shall, following a course of ground instruction which shall include the subjects listed in Division 3(a), section 3, subsection (a), from the holder of a Class 1 Flight Instructor Rating,

- (i) obtain a letter of recommendation from that instructor to attempt the written examinations in (ii) below; and
- (ii) obtain not less than 70% in each of the following written examinations:
 - (A) helicopter administration, instructors' general knowledge and theory of flight (HIRAF), and
 - (B) aircraft instruments, instrument indications, radio navigational techniques and instrument instruction techniques (FIREN).

(b) An applicant qualifying under 2(b) above who has acquired less than 750 hours, but not less than 300 hours ab-initio flight instruction shall, following a course of not less than 10 hours ground instruction, which shall include the subjects listed in Division 3(a), section 3, subsection (a),

- (i) obtain a letter of recommendation from the holder of a Class 1 Flight Instructor Rating to attempt the written examinations specified in (a)(ii) above; and
- (ii) obtain not less than 70% in each of the written examinations specified in (a)(ii) above.

4. Experience

- (a) Except as provided in (b) below, an applicant shall provide evidence of having conducted in helicopters, not less than 100 hours dual flight instruction for the issue of a pilot licence.
- (b) The requirements in (a) above do not apply to an applicant who meets the requirements of 2(b).

5. Skill

- (a) An applicant shall provide on an "Instructor's Training Record While Under Direct Supervision", Part III, page 1-7, evidence of having conducted 50% or more of the last 10 hours of the dual flight instruction, authorizing no fewer than 3 students for their first solo flight and recommending 3 students for their flight test for issue of a licence, all of whom demonstrated the required standard of skill and knowledge, or
- (b) Where an applicant qualifies under 2(b) the applicant shall, following a course of dual instruction from the holder of a Class 1 Flight Instructor,
 - (i) obtain a letter of recommendation from that instructor to attempt the flight test; and
 - (ii) by means of an instructor flight test, meet the Instructor Competency Assessment Standards for a Class 3.
- (c) Unless the application for a Class 3 Instructor Rating coincides with the expiry date of a Class 4 Instructor Rating, a flight test is not normally required for the issue of a Class 3 Flight Instructor Rating - Helicopter Category provided the conditions in (a) above are met.
- (d) Applicants who are the subject of action in accordance with Part II, Chapter 2, Division 1, Section 8 (c), (d) and (e) are not eligible to upgrade their instructor rating from a Class 4 to a Class 3.

6. Privileges

- (a) Subject to the privileges of his pilot licence and having maintained a satisfactory flight test record, the holder of a pilot licence endorsed with a valid Class 3 Flight Instructor Rating - Helicopter Category may, in helicopters,
 - (i) conduct dual flight instruction for the issue of a pilot licence and a night rating;
 - (ii) authorize any student for solo flight;
 - (iii) recommend any student for flight test for issue of a pilot licence; and
 - (iv) recommend any student for a night rating.
- (b) A holder of a Class 3 Flight Instructor Rating - Helicopter Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

Not applicable.

8. Validity Periods

The initial Class 3 Flight Instructor Rating - Helicopter Category will be issued valid to the first day of the thirteenth month following the month in which the most recent Class 4 instructor test was conducted, or in the case of applicants qualifying under section 2(b) from the date of the Class 3 instructor test. Subsequent renewals will be issued valid to the first day of the thirteenth month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General.

10. Failure of Instructor Rating Renewal Test

See Division 1 - General

11. Flight Test Record

See Division 1 - General.

DIVISION 3(c) - FLIGHT INSTRUCTOR RATING - HELICOPTER CATEGORY, CLASS 21. Class of Rating

Class 2 - Helicopters

2. Prerequisites

An applicant for an initial Class 2 Flight Instructor Rating - Helicopter Category shall have held a valid Class 3 Flight Instructor Rating - Helicopter Category and meet the following knowledge, experience and skill requirements.

3. Knowledge

An applicant shall have demonstrated his knowledge within the previous 12 months by obtaining not less than 70% in a written examination on training, administration and licensing procedures, and aeronautical knowledge (HIRAT).

4. Experience

An applicant shall provide evidence of having conducted, in helicopters, not less than 500 hours flight instructor experience, including not less than

- (a) 400 hours dual flight instruction for the issue of a civil pilot licence or to military wings standards; and
- (b) have recommended no fewer than 10 applicants for the private and/or commercial flight test.

5. Skill

- (a) By means of an instructor flight test, the applicant must meet the Instructor Competency Assessment Standards for a Class 2.
- (b) Applicants who are the subject of action in accordance with Part II, Chapter 2, Division 1, Section 8 (c), (d) and (e) are not eligible to upgrade their instructor rating from a Class 3 to a Class 2.

6. Privileges

- (a) Subject to the privileges of his pilot licence and having maintained a satisfactory flight test record, the holder of a pilot licence endorsed with a valid Class 2 Flight Instructor Rating - Helicopter Category may, in helicopters,
 - (i) conduct dual flight instruction for the issue of a pilot licence and the night rating;
 - (ii) authorize any student for solo flight;
 - (iii) recommend any student for flight test for issue of a pilot licence;
 - (iv) recommend any student for a night rating;
 - (v) provide direct supervision of a Class 4 Helicopter Instructor; and
 - (vi) subject to the provisions of Part IV, Chapter 5, section 6, act as Chief Flight Instructor.

(b) A holder of a Class 2 Flight Instructor Rating - Helicopter Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

When providing direct supervision to a Class 4 Instructor, the Class 2 Instructor shall

- (a) review and approve the Class 4 Instructor's proposed training program for each student to ensure conformity with the Flight Training Manual and Flight Instructor Guide;
- (b) specify the intervals at which progress checks are required which shall be not less than once before the first solo flight and before the flight test for issue of a licence;
- (c) conduct the progress checks specified in (b);
- (d) approve and countersign the student's pilot training record for each first solo flight authorized and for each flight test recommended by the Class 4 Instructor; and
- (e) certify the Class 4 Instructor's "Instructor's Training Record While Under Direct Supervision", Part III, page 1-7, as to the student's competency with respect to first solo flights and flight tests for issue of licences.

8. Validity Periods

The Class 2 Flight Instructor Rating - Helicopter Category will be issued valid to the first day of the twenty-fifth month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General.

10. Failure of Instructor Rating Renewal Test

See Division 1 - General.

11. Flight Test Record

See Division 1 - General.

DIVISION 3(d) - FLIGHT INSTRUCTOR RATING - HELICOPTER CATEGORY, CLASS 11. Class of Rating

Class 1 - Helicopters

2. Prerequisites

An applicant for an initial Class 1 Flight Instructor Rating - Helicopter Category shall have held a valid Class 2 Flight Instructor Rating - Helicopter Category and meet the following knowledge, experience and skill requirements.

3. Knowledge

An applicant shall have demonstrated his knowledge within the previous 12 months by obtaining not less than 80% in a written examination on training, administration and licensing procedures, and aeronautical knowledge (HIRAT).

4. Experience

An applicant shall provide evidence of having conducted, in helicopters, not less than 750 hours of flight instruction, including not less than

- (a) 600 hours dual flight instruction for the issue of a civil pilot licence or to military wings standards, and
- (b) have recommended no fewer than 10 applicants for the private and/or commercial flight test.

5. Skill

- (a) By means of an instructor flight test, the applicant must meet the Instructor Competency Assessment Standards for a Class 1.
- (b) Applicants who are the subject of action in accordance with Part II, Chapter 2, Division 1, Section 8 (c), (d) and (e) are not eligible to upgrade their instructor rating from a Class 2 to a Class 1.

6. Privileges

- (a) Subject to the privileges of his pilot licence and having maintained a satisfactory flight test record, the holder of a pilot licence endorsed with a valid Class 1 Flight Instructor Rating - Helicopter Category may, in helicopters,
 - (i) conduct dual flight instruction for the issue of a pilot licence and the night rating;
 - (ii) authorize any student for solo flight;
 - (iii) recommend any student for flight test for issue of a pilot licence;
 - (iv) recommend any student for a night rating;
 - (v) provide direct supervision of a Class 4 Helicopter Instructor;
 - (vi) conduct the course of ground school instruction and flight training for the issue of a Flight Instructor Rating - Helicopter Category;
 - (vii) recommend applicants for the instructor flight test for the issue of a Flight

(viii) Instructor Rating - Helicopter Category; and subject to the provisions of Part IV, Chapter 5, section 6, act as Chief Flight Instructor.

(b) A holder of a Class 1 Flight Instructor Rating - Helicopter Category may conduct instrument flight training for the instrument rating providing the instructor holds an Instrument Rating.

7. Direct Supervision

When providing direct supervision to a Class 4 Instructor, the Class 1 Instructor shall

- (a) review and approve the Class 4 Instructor's proposed training program for each student to ensure conformity with the Flight Training Manual and Flight Instructor Guide;
- (b) specify the intervals at which progress checks are required which shall be not less than once before the first solo flight and before the flight test for issue of a licence;
- (c) conduct the progress checks specified in (b);
- (d) approve and countersign the student's pilot training record for each first solo flight authorized and for each flight test recommended by the Class 4 Instructor; and
- (e) certify the Class 4 Instructor's "Instructor's Training Record While Under Direct Supervision", Part III, page 1-7, as to the student's competency with respect to first solo flights and flight tests for issue of licences.

8. Validity Periods

The Class 1 Flight Instructor Rating - Helicopter Category will be issued valid to the first day of the thirty-seventh month following the month in which the instructor test was conducted.

9. Renewal

See Division 1 - General.

10. Failure of Instructor Rating Renewal Test

See Division 1 - General.

11. Flight Test Record

See Division 1 - General.

DIVISION 4 - FLIGHT INSTRUCTOR RATING - GYROPLANE CATEGORY

The holder of a Private Pilot Licence - Gyroplane Category may be issued a Flight Instructor Rating - Gyroplane Category provided the following requirements have been met:

1. Knowledge

Except as otherwise noted in section 8 below, an applicant shall demonstrate his knowledge by:

- (a) obtaining not less than 70% in a written examination on instructors' general knowledge and theory of flight for gyroplanes (GYRIP); and
- (b) answering correctly no fewer than 37 out of 42 questions in a written examination on the following subjects:
 - (i) Air Traffic Control Procedures as they apply to the control of VFR traffic at controlled airports,
 - (ii) Air Traffic Procedures at non-controlled airports and aerodromes,
 - (iii) Airmanship, with particular reference to the avoidance of wake turbulence,
 - (iv) Special VFR Regulations, and
 - (v) Air Traffic Control Clearances and Instructions.
- (c) The applicant must complete 75% of the flight time and all ground school requirements for the gyroplane instructor rating before attempting the written examinations.
- (d) The knowledge requirement specified in (b) above does not apply to an applicant who has already successfully completed this examination.

2. Experience

Except as otherwise noted in section 8 below, an applicant shall have acquired not less than:

- (a) 250 hours of flight time as pilot-in-command in gyroplanes;
- (b) 20 hours of ground school instruction from a qualified gyroplane instructor on the following subjects:
 - (i) basic theory of flight,
 - (ii) aircraft operation limitations,
 - (iii) pre and post flight briefing procedures,
 - (iv) presentation of the air exercises, and
 - (v) gyroplane flight test standard; and
- (c) 12 hours of dual air instruction from a qualified gyroplane instructor on demonstration and presentation of the air exercises required ab-initio visual flight training, or

submit proof of successful completion of a recognized course of training for gyroplane flight instructors offered by the gyroplane manufacturer and approved by the Department of Transport.

3. Skill

- (a) By means of a flight test, an applicant shall demonstrate that he has an above average ability in normal flight manoeuvres, he is conversant with gyroplane flight training techniques and he is able to conduct effective pre and post flight briefings.
- (b) Flight tests will be conducted only by examiners approved by the Department of Transport in aircraft with a normal system of control. The aircraft must be provided at the applicant's expense.

4. Application

An applicant shall submit a completed "Flight Crew Licence - Application for Endorsement of a Rating" (Form 26-0083) certifying that the conditions specified in sections 1, 2 and 3 above have been met.

5. Privileges

The holder of a Gyroplane Instructor Rating may

- (a) act as a flight instructor in gyroplanes, and
- (b) after acquiring at least 200 hours flight time as a gyroplane flight instructor, may
 - (i) train and recommend an initial applicant for a gyroplane flight test, and
 - (ii) conduct gyroplane flight tests for the Private Pilot Licence - Gyroplane Category.

6. Validity

A gyroplane instructor rating will be valid to the first day of the thirteenth month following the month in which the flight test was conducted.

7. Renewal

- (a) Renewal of a gyroplane instructor rating requires
 - (i) a flight test, including a pre and post flight briefing; and
 - (ii) successful completion of the written examination specified in section 1(b) above, unless successfully completed previously.
- (b) An applicant whose instructor rating has lapsed for more than 12 months must submit a completed "Flight Crew Licence - Application for Endorsement of a Rating" (Form 26-0083) certified by a qualified gyroplane flight instructor that the applicant is familiar with current instructional techniques and is competent to undergo a flight test.
- (c) An applicant whose instructor rating has lapsed for more than 24 months shall complete the written examination specified in section 1(a) above before the flight test is conducted as well as the requirements specified in (b) above.

8. Foreign Credits

Courses conducted outside Canada may be accepted as meeting the knowledge and experience requirements for endorsement of a gyroplane instructor rating providing that the Department of Transport is provided with:

- (a) a syllabus of training which sets forth the duration of the course, enumerates all flight exercises to be undertaken and lists all ground school lecture subjects to be covered; and
- (b) evidence in writing from the Licensing Authority of the State concerned that the course meets their experience and knowledge requirements for the gyroplane instructor rating.

DIVISION 5 - FLIGHT INSTRUCTOR RATING - GLIDER CATEGORY

The holder of a Glider Pilot Licence may be issued with a Flight Instructor Rating - Glider Category provided the following requirements have been met:

1. Age

An applicant shall have reached his 18th birthday.

2. Experience

Except as otherwise provided for in section 3, an applicant shall have completed not less than:

- (a) 20 hours flight time in gliders including at least 125 flights of which no fewer than 10 flights shall have been completed in a two-seat glider; or
- (b) 10 hours flight time in gliders including at least 200 flights of which no fewer than 10 flights shall have been completed in a two-seat glider.

3. Exemption from Experience

- (a) The total flight time and the total number of flights may be reduced by 25% in the case of an applicant who holds a private or higher pilot licence valid for aeroplane privileges.
- (b) An applicant with aeroplane pilot experience in excess of 100 hours and holding a private or higher pilot licence valid for aeroplane privileges may be granted a Flight Instructor Rating - Glider Category, after completing a minimum of 10 hours flight time in gliders and at least 50 flights with no fewer than 10 of these flights in two-seat gliders.
- (c) An applicant with a commercial or higher pilot licence valid for aeroplane privileges, and also possessing a valid Flight Instructor Rating - Aeroplane Category may be granted a Flight Instructor Rating - Glider Category, after completing a minimum of at least 25 flights in gliders with no fewer than 10 of these flights in two seat gliders.

4. Skill

An applicant shall submit a letter of recommendation from the holder of a valid Flight Instructor Rating - Glider Category certifying that the applicant has reached a satisfactory standard of experience, knowledge and skill to instruct in gliders. A Flight Crew Licence - Application for Rating (Form 26-0083) duly completed in the appropriate sections shall be submitted with the letter of recommendation.

5. Aerobatic Rating

An aerobatic rating may be issued provided

- (a) a recommendation from the holder of a Flight Instructor Rating - Glider Category with an aerobatic rating certifying that the applicant has demonstrated his ability to perform and instruct on aerobatic manoeuvres in gliders is submitted to the appropriate Regional Director, Aviation Licensing; or

(b) the applicant has demonstrated his ability to perform and instruct on aerobatic manoeuvres to the satisfaction of a Department of Transport Flight Training Standards Inspector. The holder of a valid Aerobatic Instructor Rating - Aeroplane may be considered to have met this requirement.

6. Privileges

The holder of a Flight Instructor Rating - Glider Category may

- (a) conduct dual flight instruction;
- (b) conduct the flight test; and
- (c) recommend issue

for a Glider Pilot Licence or Flight Instructor Rating - Glider Category.

7. Renewal

The maximum period of validity shall be 36 months. Renewal of the rating will require

- (a) a minimum of 3 hours flight time as a glider instructor during the preceding 12 months; or
- (b) a recommendation from the holder of a valid Glider Pilot Licence, endorsed for instructor privileges, certifying that the applicant is familiar with current instructional techniques and is competent to act as a glider instructor.

DIVISION 6(a) - AEROBATIC INSTRUCTOR RATING - AEROPLANE CATEGORY, CLASS 2

1. Class of Rating

Class 2 - Aerobatic

2. Prerequisites

Before commencing training for a Class 2 Aerobatic Instructor Rating, an applicant shall

- (a) hold a valid Commercial, Senior Commercial, Airline Transport Pilot Licence - Aeroplane Category; and
- (b) provide a letter from the holder of an Aerobatic Instructor Rating - Aeroplane Category certifying that the applicant is competent to perform the aerobatic manoeuvres specified in Section 4 below.

3. Knowledge

- (a) Except as provided below, an applicant shall have completed not less than 15 hours of Aerobatic Instructor Rating ground school instruction from the holder of a valid Class 1 Aerobatic Instructor Rating or from a person authorized by the Director, Aviation Licensing which shall include
 - (i) the practical application of the basic techniques of instruction and principles of learning as outlined in section 1 of the Flight Instructor Guide;
 - (ii) lesson planning;
 - (iii) theory of flight applicable to aerobatics;
 - (iv) preparatory ground instruction procedures;
 - (v) pre and post-flight briefing procedures;
 - (vi) teaching aerobatic flight manoeuvres;
 - (vii) aircraft structural limitations;
 - (viii) medical factors and human tolerances;
 - (ix) aerobatic pre-flight inspection;
 - (x) considerations for recovery from unplanned manoeuvres;
 - (xi) flight safety considerations;
 - (xii) regulations and airspace restrictions relating to aerobatic flight; and
 - (xiii) presentation of pilot decision-making concepts.
- (b) Unless already completed, an applicant shall successfully complete the examination on air traffic procedures and pilot/controller responsibilities.
- (c) Ten (10) hours of the 15 hours ground school instruction requirement in (a) above, shall be deemed to have been met in the case of an applicant who holds, or has held within the preceding 24 months, a valid
 - (i) Flight Instructor Rating - Gliders endorsed with an Aerobatic Rating;
 - (ii) Canadian Flight Instructor Rating for aeroplanes or helicopters;

- (iii) Flight Instructor Rating - Aeroplane Category issued by a Contracting State of the International Civil Aviation Organization; or
- (iv) Canadian Forces Instructor Category, Aeroplanes.

4. Experience

- (a) Except as provided below, an applicant shall provide evidence of having acquired not less than 10 hours of dual flight instruction from the holder of a valid Class 1 Aerobatic Instructor Rating, on the teaching of aerobatic manoeuvres including:
 - (i) aerobatic spin entry and recovery (minimum 1 turn);
 - (ii) loop;
 - (iii) barrel roll;
 - (iv) slow roll;
 - (v) snap roll;
 - (vi) hammerhead turn;
 - (vii) combination manoeuvres including:
 - (A) 1/2 loop followed by 1/2 roll (Immelman Turn),
 - (B) 1/2 roll followed by 1/2 loop (Split S),
 - (C) 5/8 loop followed by 45° descending 1/2 roll (1/2 Cuban 8), and
 - (D) 45° climbing 1/2 roll followed by 5/8 loop (1/2 Reverse Cuban 8); and
 - (viii) recovery techniques from unplanned aerobatic manoeuvres.
- (b) The experience requirement in (a) above shall be deemed to have been met in the case of an applicant who holds or has held a valid
 - (i) Flight Instructor Rating - Gliders endorsed with an Aerobatic Rating;
 - (ii) Canadian Flight Instructor Rating for aeroplanes;
 - (iii) Flight Instructor Rating - Aeroplane Category issued by a Contracting State of the International Civil Aviation Organization;
 - (iv) Canadian Forces Qualified Flying Instructor (QFI) Category valid for training on single-engine aeroplanes; or
 - (v) International Council of Air Shows (ICAS) Aerobatic Competency Recommendation to the FAA.

5. Skill

The applicant shall complete a flight test to the standard outlined in the Flight Test Guide, Aeroplanes, Helicopters, Aerobatic (TP5537).

6. Privileges

Subject to the privileges of his pilot licence, the holder of a pilot licence endorsed with a valid Class 2 Aerobatic Instructor Rating, may

- (a) conduct, in aeroplanes, flight instruction in the performance of aerobatic manoeuvres; and
- (b) certify that a pilot is competent to perform aerobatic manoeuvres.

7. Validity Periods

The Class 2 Aerobatic Instructor Rating - Aeroplane Category will be issued valid to the first day of the twenty-fifth month following the month in which the instructor flight test was conducted.

8. Renewal

See Division 1 - General

9. Failure of Instructor Rating Renewal Test

See Division 1 - General

DIVISION 6(b) - AEROBATIC INSTRUCTOR RATING - AEROPLANE CATEGORY,
CLASS 1

1. Class of Rating

Class 1 - Aerobatic

2. Prerequisites

An applicant for a Class 1 Aerobatic Instructor Rating must

- (a) hold, or have held during the preceding 12 month period, a valid Class 2 Aerobatic Instructor Rating - Aeroplane Category; or
- (b) where the applicant does not meet the condition of (a) above
 - (i) hold or have held within the previous 12 months, a valid Class 1 Flight Instructor rating - Aeroplane or Helicopter Category; and
 - (ii) provide a letter from the holder of an Aerobatic Instructor Rating - Aeroplane Category certifying that the applicant is competent to perform the aerobatic manoeuvres specified in the Experience section of Division 6(a) of this Part.

3. Knowledge

- (a) Except as provided below, an applicant shall have
 - (i) completed 10 hours of Aerobatic Instructor Rating ground school instruction from the holder of a valid Class 1 Aerobatic Instructor Rating or from a person authorized by the Director, Aviation Licensing on topics relating to the training of instructors; and
 - (ii) successfully completed a written examination on the principles of learning, techniques of instruction and student evaluation (FITEN).
- (b) The knowledge requirement above shall be deemed to have been met in the case of an applicant who holds, or has held within the previous 24 months, a valid Class 1 Flight Instructor Rating - Aeroplane or Helicopter Category.
- (c) Applicants who do not hold, or have not held within the previous 24 months, a valid Class 2 Aerobatic Instructor Rating will be required to meet the knowledge requirement for the Class 2 Aerobatic Instructor Rating.

4. Experience

An applicant for a Class 1 Aerobatic Instructor Rating must:

- (a) have not less than 50 hours aerobatic instructing experience; or
- (b) hold a valid Class 1 Flight Instructor Rating and meet the requirements of sub-paragraph 2(b)(ii) above

5. Skill

The applicant shall complete a flight test to the standard outlined in the Flight Test Guide, Aeroplanes, Helicopters, Aerobatic (TP5537).

6. Privileges

Subject to the privileges of his pilot licence, the holder of a pilot licence endorsed with a Class 1 Aerobatic Instructor Rating may

- (a) conduct, in aeroplanes, flight instruction in the performance of aerobatic manoeuvres;
- (b) certify that a pilot is competent to perform aerobatic manoeuvres;
- (c) provide the ground school and flight instruction required to obtain an Aerobatic Instructor Rating; and
- (d) recommend applicants for the flight test for an Aerobatic Instructor Rating.

7. Validity Periods

The Class 1 Aerobatic Instructor Rating - Aeroplane Category will be issued valid to the first day of the thirty-seventh month following the month in which the instructor flight test is conducted.

8. Renewal

See Division 1 - General

9. Failure of Aerobatic Instructor Rating Renewal Test

See Division 1 - General

DIVISION 7 - FLIGHT INSTRUCTOR RATING - BALLOON CATEGORY

The holder of a Balloon Pilot Licence may be issued with a Flight Instructor Rating - Balloon Category provided that the following requirements have been met.

1. Age

An applicant shall have reached his 18th birthday.

2. Knowledge

(a) An applicant shall have successfully completed a course of instructional techniques presented in accordance with a syllabus of instructor training developed from section 1 of the Transport Canada Flight Instructor Guide, Aeroplanes. This course shall be not less than 10 hours including:

- (i) the practical application of the basic principles of learning and techniques of instruction;
- (ii) preparation and use of lesson plans;
- (iii) flight preparatory instruction;
- (iv) pre and post flight briefing procedures relative to air exercises and weather conditions; and
- (v) normal and emergency manoeuvres.

(b) An applicant shall have demonstrated his knowledge by obtaining not less than 80% in a Department of Transport written examination (FITEN) covering instructional techniques based on section 1 of the Transport Canada Flight Instructor Guide, Aeroplanes (Principles of Learning and Techniques of Instruction).

(c) The course of instructional techniques referred to in (a) above shall have been conducted by:

- (i) the holder of a valid pilot licence, other than a Glider Pilot Licence, with flight instructor privileges;
- (ii) a person who provides evidence of having successfully completed an Instructional Techniques Course conducted by the Canadian Forces within the preceding 5 year period; or
- (iii) a person who, upon application, has been approved by the Director, Aviation Licensing following an evaluation of professional qualifications.

3. Experience

(a) An applicant shall have acquired not less than 50 hours of flight time in balloons and within 12 months preceding the date of application, the applicant shall have completed flight training of not less than 5 hours including:

- (i) 3 dual flights on instructional techniques of not less than 30 minutes each between takeoff and landing;
- (ii) 2 dual tethered flights on instructional techniques of not less than 30 minutes each;

- (iii) 4 flights as pilot-in-command of not less than 30 minutes each between takeoff and landing; and
- (iv) 1 tethered flight as pilot-in-command of not less than 30 minutes.

(b) The 50 hours of flight time referred to in paragraph 3(a) may include not more than 10 hours of tethered flight time.

4. Skill

An applicant shall submit a letter of recommendation (flight test report) from the holder of a Flight Instructor Rating - Balloon Category certifying that the applicant has reached a satisfactory standard of experience, knowledge and skill to instruct in balloons. A Flight Crew Licence - Application for Rating (Form 26-0083) completed in the appropriate sections shall be submitted with a letter detailing the experience acquired, which shall be not less than that specified in 3 above.

5. Privileges

Subject to the privileges of his licence, the holder of a Flight Instructor Rating - Balloon Category may, in any balloon endorsed on his licence,

- (a) conduct flight instruction for the issue of a Balloon Pilot Licence or a Flight Instructor Rating - Balloon Category;
- (b) conduct the flight test and issue a letter of recommendation for the issue of a Balloon Pilot Licence and Flight Instructor Rating - Balloon Category; and
- (c) conduct flight instruction for and issue a letter of recommendation for the issue of a night rating.

6. Renewal

The maximum period of validity shall be 36 months. Renewal of the rating will require

- (a) a minimum of 3 hours flight time acquired as a balloon flight instructor during the preceding 12 months; or
- (b) a recommendation from the holder of a Flight Instructor Rating - Balloon Category, certifying that the applicant is familiar with current instructional techniques and is competent to act as a balloon flight instructor.

7. Exemption

The requirements of paragraphs 2(a) and (b) may be considered to have been met if the applicant holds, or has held within the preceding 24 months, a valid Commercial or higher pilot licence with flight instructor privileges.

CHAPTER 3 - MULTI-ENGINE CLASS RATING

1. General

(a) The following are the minimum qualifications required by pilots engaged in flight instruction in multi-engine aeroplanes to

- (i) licensed pilots endorsed for aeroplanes - a valid Commercial Pilot Licence or higher licence endorsed for the type of aeroplane and at least 50 hours of multi-engine experience as pilot-in-command with at least 10 hours as pilot-in-command on the type of aeroplane used, and
- (ii) unlicensed pilots and pilots not endorsed for aeroplanes - a Commercial Pilot Licence or higher licence with a valid Flight Instructor Rating - Aeroplane Category, and meet the experience requirements in (i) above.

NOTE: Flying time acquired on centre thrust multi-engine aeroplanes shall be credited toward qualifying a pilot to provide centre thrust multi-engine flight instruction only. Non-centre thrust multi-engine flying time may be used to meet both centre thrust and multi-engine flight instruction qualifications (paragraph (b)).

- (b) Prior to undergoing a multi-engine flight test, an applicant shall provide a completed Form 26-0083, Flight Crew Licences - Application for Endorsement of a Rating.
- (c) Applicants who have satisfied the conditions of sections 3 or 4 below are not required to submit recommendation under Part C of Form 26-0083.
- (d) All training shall be conducted in accordance with the "Flight Instructor Guide, Multi-Engine Class Rating" (TP11575E).

2. Skill

Except as noted in sections 3 and 4 below, applicants for a multi-engine class rating shall demonstrate skill through successful completion of a flight test conducted in accordance with "Flight Test Guide, Multi-Engine Class Rating" (TP219E). Such flight test shall be undertaken with

- (a) a Department of Transport Civil Aviation Inspector who is a Designated Flight Test Examiner, for multi-engine flight tests, or
- (b) a multi-engine pilot who is a Designated Flight Test Examiner for multi-engine flight tests, or
- (c) a person authorized by the Minister.

3. Credits for DND Applicants

Active and retired personnel of the Canadian Forces who are qualified to the pilot aeroplane wings standard shall be deemed to have satisfied the skill requirements as set forth in section 2 above, provided that

- (a) the applicant has acquired not less than 50 hours flight time as pilot-in-command in multi-engine aeroplanes during the 24 months preceding the date of application for the endorsement, or

(b) the applicant has met the prescribed standards of the Canadian Forces to act as pilot-in-command of multi-engine aeroplanes during the 24 months preceding the date of application for the endorsement.

NOTE: Military aeroplanes, for which no Canadian Civil type approval has been issued, are acceptable for the application of this section.

4. Credits for Foreign Applicants

The holder of a valid pilot licence - aeroplane category, issued by a Contracting State of the International Civil Aviation Organization shall be deemed to have satisfied the skill requirements as set forth in section 2 above, provided that

(a) the applicant has acquired not less than 50 hours flight time as pilot-in-command in multi-engine aeroplanes during the 12 months preceding the date of application for the endorsement to the Canadian licence, or

(b) the applicant has met the prescribed standards, of the State concerned, for issue of a multi-engine class rating during the 12 months preceding the date of application for the endorsement to the Canadian licence.

CHAPTER 4 - AIRCRAFT TYPE RATINGS

1. Definitions

The following definitions apply to this chapter.

"flight crew requirement" - the minimum number of pilots required to operate an aircraft pursuant to an applicable document.

"document" - a document that is issued by the Minister, the Government of the United States or an aircraft manufacturer and that relates to an aircraft and specifies the number of pilots required to operate the aircraft, but does not include an operating certificate. This would include the Aircraft Type Approval, Aircraft Type Certificate, Flight Permit, Aircraft Flight Manual and the Pilots' Operating Handbook.

"aircraft type designator" - the alpha-numeric designator depicted in Appendix "A" to this chapter and used to endorse an aircraft type rating on a licence.

"high performance aeroplane" - an aeroplane with a minimum flight crew requirement of one pilot that has a V_{ne} of 250 KIAS or greater or a V_{so} of 80 KIAS or greater, or for amateur-built aeroplanes, a wing loading greater than that specified in the Airworthiness Manual.

2. General

- (a) Except where an aircraft is operated for the purpose of a licence holder's own training or test in accordance with the Flight Crew Licence Privileges Order, an aircraft type rating is required to be endorsed on each pilot or flight engineer licence to entitle the holder to exercise the privileges of the licence on that aircraft type.
- (b) An aircraft type rating endorsed on a licence does not exempt the holder from the continuation training, examination and flight test requirements as may be prescribed by the Minister in various Orders.

3. Blanket Aircraft Type Ratings

A blanket aircraft type rating is a rating endorsed on a pilot licence that entitles the holder to fly any aircraft described in the blanket rating. Blanket aircraft type ratings may be issued as follows:

- (a) Aeroplanes - all aeroplanes with a minimum flight crew requirement of one pilot excluding high performance;

NOTE: When this blanket rating is endorsed on a licence it is normally combined with an aeroplane class rating; e.g. "all single pilot, non-high performance single engine land aeroplanes".

- (b) Gliders - all gliders;
- (c) Balloons - all non-power driven balloons;
- (d) Ultra-Light Aeroplanes - all ultra-light aeroplanes;

(e) Gyroplanes - all single seat gyroplanes.

NOTE: Except where a licence is restricted to an individual aircraft type or types, blanket aircraft type ratings are issued automatically with the issue of the appropriate licence.

4. Individual Aircraft Type Ratings

(a) An individual aircraft type rating is issued for aircraft not included in a blanket type rating. It is indicated by an aircraft type designator endorsed on a licence. Individual aircraft type ratings are required as follows:

(i) Aeroplanes -

- (A) each aeroplane with a minimum flight crew requirement of at least two pilots;
- (B) each aeroplane type to be endorsed on a flight engineer licence;
- (C) each aeroplane type to be endorsed on a second officer rating;
- (D) each aeroplane type to be endorsed on a licence for which no class rating is issued; and
- (E) each high performance aeroplane type to be endorsed on a pilot licence - aeroplane category.

(ii) Helicopters - each type of helicopter;

NOTE: For some helicopters the flight crew requirement may be one pilot for certain operations such as VFR flight and two pilots for other operations such as IFR flight. In this case the holder of Commercial Pilot Licence - Helicopter Category may only act as pilot-in-command while engaged in operations where the flight crew requirement is one pilot. If the flight crew requirement is two pilots then the pilot-in-command must have a valid Airline Transport Pilot Licence - Helicopter Category. In all cases the licence must be endorsed with a type rating as indicated above.

- (iii) Gyroplanes - each type of gyroplane other than single seat gyroplanes;
- (iv) Balloons - each type of power driven balloon or airship;
- (v) Aircraft to be endorsed on a restricted licence - each type of aircraft.

NOTE: Individual type ratings may be required for certain medically restricted licences.

(b) For issue of an individual aircraft type rating the aircraft type must be of a type registered in the Canadian Civil Aircraft Register with the following exceptions:

(i) aircraft purchased abroad for which a provisional Canadian certificate of registration has been issued;

(ii) aircraft manufactured in Canada for which no type approval has yet been issued but for which a certification flight test program is being conducted; or

NOTE: Aircraft type ratings under 4(b)(ii) may be issued only to flight test pilots and flight engineers employed by the manufacturer or by Transport Canada.

(iii) where a need can be demonstrated, aircraft not registered in the Canadian Civil Aircraft Register but for which a Canadian type approval or a Canadian approved type certificate has been issued.

(c) The following are the minimum qualifications for persons giving flight training for the issue of individual aircraft type ratings:

- (i) Training licensed aeroplane pilots - the person giving the training must hold a Commercial Pilot Licence - Aeroplane Category or Airline Transport Pilot Licence - Aeroplane Category endorsed with a rating for the type of aeroplane and must have at least 50 hours pilot-in-command flight time on the aeroplane class of which 10 hours must be on the aeroplane type.
- (ii) Training licensed helicopter pilots - the person giving the training must hold a Commercial Pilot Licence - Helicopter Category or an Airline Transport Pilot Licence - Helicopter Category endorsed with a rating for the type of helicopter and must have at least 10 hours pilot-in-command flight time on the helicopter type.
- (iii) Training licensed gyroplane pilots - the person giving the training must be specifically authorized by the Regional Manager, Aviation Licensing or may qualify in accordance with (v) below.
- (iv) Training student aeroplane or helicopter pilots - the person giving the training must hold an instructor rating in the appropriate aircraft category and must have accumulated the flight times specified in paragraph 4(c)(i).
- (v) Training student gyroplane pilots - the person giving the training should hold an instructor rating in the gyroplane aircraft category and have accumulated the flight times specified in paragraph 4(c)(i). If a qualified gyroplane instructor is not available the person giving the training must meet the alternate gyroplane instructor qualifications and be appointed by the Minister as specified in Part I, Chapter 4, section 12 of this Manual.
- (vi) Training balloon pilots - the person giving the training must hold a Balloon Pilot Licence endorsed with an instructor rating and with the balloon type rating.
- (vii) Training flight engineers - the person giving the training must hold a Flight Engineer Licence endorsed for the aircraft type, have at least 10 hours flight engineer flight time on the aircraft type and be a supervisory flight engineer.
- (viii) Training second officers - the person giving the training must hold a pilot licence endorsed with a second officer rating for the aeroplane type, have at least 10 hours second officer flight time on the aeroplane type and be a supervisory second officer.

5. Experience, Knowledge and Skill

(a) An applicant for an aircraft type rating shall have:

- (i) gained, under appropriate supervision, experience in the applicable type of aircraft or, where approved, flight simulator in the following:
 - (A) normal flight procedures and manoeuvres during all phases of flight; and
 - (B) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of powerplant, systems and airframe; and
- (ii) demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft.

(b) The foregoing requirements shall be met as follows:

- (i) Blanket Aircraft Type Ratings - the experience, knowledge and skill requirements for the issue of the appropriate pilot licence.
- (ii) Individual Aircraft Type Ratings -
 - (A) An applicant for an individual aircraft type rating for aeroplanes with a minimum flight crew requirement of at least two pilots shall have:
 - (I) acquired at least 250 hours pilot flight time on aeroplanes;
 - (II) completed a course of ground and flight training, acceptable to the Minister, on the aeroplane type;
 - (III) within the 12 months preceding the application for the rating, passed a Pilot Proficiency Check on the aeroplane type; and
 - (IV) for the endorsement of the rating on a Private or Commercial Pilot Licence, obtained not less than 70% on either the Type Rating - Aeroplane (IATRA) written examination or the Airline Transport Pilot Licence (ATPL) written examinations (SAMRA & SARON), within the 12 months preceding the application for the rating.
 - NOTE: The normal eligibility standards for writing the ATPL examinations, as specified in Part I, Chapter 1 of this manual, will still apply.

(B) An applicant for an individual aircraft type rating for a helicopter with a minimum flight crew requirement of at least two pilots shall have:
 - (I) acquired at least 250 hours pilot flight time on helicopters;
 - (II) completed a course of ground and flight training acceptable to the Minister, on the helicopter type;
 - (III) within the 12 months preceding the application for rating, passed a Pilot Proficiency Check on the helicopter type; and

(IV) for the endorsement of a Private or Commercial Pilot Licence, obtained not less than 70% on the Airline Transport Pilot Licence - Helicopter Category written examination within the 12 months preceding the application for the rating.

(C) An applicant for an individual aircraft type rating for a helicopter with a minimum flight crew requirement of one pilot shall have, within the 12 months preceding the application for rating:

- (I) passed a flight test, on the helicopter type, for the issue of a Private or Commercial Pilot Licence - Helicopter Category; or
- (II) passed a Pilot Proficiency Check in accordance with the Rotorcraft Air Transport Operations Order; or
- (III) performed a qualifying flight under the supervision of a person qualified in accordance with paragraph 4(c)(ii).

(D) An applicant for an individual aircraft type rating for a high performance aeroplane shall have:

- (I) acquired at least 200 hours pilot flight time on aeroplanes;
- (II) completed a course of ground and flight training acceptable to the Minister on the aeroplane type; and
- (III) within the 12 months preceding the application for the rating, performed a qualifying flight under the supervision of a Transport Canada Inspector or a person qualified in accordance with paragraph 4(c)(i).

(E) An applicant for an individual aircraft type rating for a gyroplane having more than one seat shall have within the 12 months preceding the application for rating:

- (I) passed a flight test, on the gyroplane type, for the issue of a Private Pilot Licence - Gyroplane Category; or
- (II) performed a qualifying flight under the supervision of a person qualified in accordance with paragraph 4(c)(iii).

(F) An applicant for any other individual aircraft type ratings shall have, within the 12 months preceding the application for rating, performed a qualifying flight under the supervision of a person qualified in accordance with paragraph 4(c).

(G) An applicant for an individual aircraft type rating to be endorsed on a Flight Engineer Licence shall have, within the 12 months preceding the application for rating:

- (I) passed an approved course of training; and
- (II) passed a Flight Engineer proficiency check on the aeroplane type.

(H) An applicant for an individual aircraft type rating for an aeroplane type associated with a Second Officer rating shall have, within the 12 months preceding application for rating:

- (I) passed an approved course of training; and
- (II) passed a Second Officer proficiency check on the aeroplane type.

(c) Credits

- (i) The qualifying flight mentioned in sub-paragraphs 5(b)(ii)(C), (D), (E) and (F) may be performed under the supervision of a qualified person who is licensed by a Contracting State provided the applicant submits a letter from the State's Licensing Authority or other source acceptable to the Minister confirming the log book entry and the qualification of the person who supervised the flight.
- (ii) The qualifying flight requirement mentioned in sub-paragraphs 5(b)(ii)(C), (D), (E) and (F) may be deemed to have been met by active and retired members of the Canadian Armed Forces who are qualified to wings standard and have acquired at least 10 hours pilot-in-command flight time on the aircraft type during the 24 months preceding the application for rating or have qualified as pilot-in-command on the aircraft type during the 24 months preceding the application for rating.
- (iii) The qualifying flight requirement mentioned in sub-paragraphs 5(b)(ii)(C), (D), (E) and (F) may be deemed to have been met by the holder of a licence issued by a Contracting State who has acquired at least 10 hours pilot-in-command flight time on the aircraft type during the 12 months preceding the application for rating or has qualified as pilot-in-command on the aircraft type under the laws of the Contracting State during the 12 months preceding the date of the application for rating.
- (iv) The requirements mentioned in sub-paragraph 5(b)(ii)(C) may be deemed to have been by the holder of a licence issued by a Contracting State who meets the conditions of sub-paragraph 5(c)(iii) and whose licence is endorsed with a blanket helicopter rating provided the applicant submits confirmation acceptable to the Minister of being qualified on the helicopter type.

6. Application

- (a) Except as provided in paragraph 6(b) an application for an aircraft type rating shall be made by submission of a Form 26-0083 "Flight Crew Licence - Application for endorsement of a rating".
- (b) Where the initial issue of a licence is endorsed with an individual aircraft type rating, the application form mentioned in paragraph 6(a) is not required for the aircraft in which the applicant demonstrated the skill requirement for issue of the licence. Each additional individual aircraft type rating to be endorsed on a licence at the time of initial issue requires the application form mentioned in paragraph 6(a).

7. Aircraft Type Rating Designators

Entry on a flight crew licence of the appropriate aircraft type designator taken from Appendix "A" to this Chapter constitutes an aircraft type rating for the aircraft type or types for which the designator is assigned. Where no designator appears in Appendix "A" the aircraft type designator listed in the latest edition of ICAO Document 8643 will be used. Where ICAO has not assigned a designator, the manufacturer's designator will be used.

8. Appendix "A"

NOTE: Appendix "A" is provided as a guide only. In the event of a discrepancy between this list and the appropriate Aircraft Type Approval, Aircraft Type Certificate, Flight Permit, Aircraft Flight Manual or Pilots' Operating Handbook then the latter shall take precedence.

APPENDIX "A"

NOTE:

Appendix "A" is provided as a guide only. In the event of a discrepancy between this list and the appropriate Aircraft Type Approval, Aircraft Type Certificate, Flight Permit, Aircraft Flight Manual or Pilots' Operating Handbook then the latter shall take precedence.

AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
	<u>AERMACCHI</u>		
MC6	AL60	1R	1
<u>AERONCA MANUFACTURING</u>			
AR11	All series 7 and 11 (Chief/Super Chief)	1R	1
AR15	Sedan	1R	1
AR58	Champion Lancer	2R	1
<u>AEROSPATIALE (NORD)</u>			
ND26	Super Broussard 260	2T	2
<u>AEROSPATIALE SOCATA-SNIAS</u>			
S760	Paris MS760	2T	1 *
TB09	Tampico	1R	1
TB10	Tobago	1R	1
TB20	Trinidad (Models 20 and 21)	1R	1
TB70	TBM 700	1T	1 *
<u>AIR TRACTOR</u>			
AT301	Model 301	1R	1
AT401	Model 401	1R	1

* Certain models with this designator are High Performance.

AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>AIRBUS INDUSTRIE</u>			
EA30	Airbus A300, except 600 series	2T	2
EA31	Airbus A300, series 600, Airbus A310	2T	2
EA32	Airbus A320, Airbus A319	2T	2
EA34	Airbus A340	4T	2
<u>ARMSTONG-WHITWORTH</u> (See Hawker-Siddely)			
<u>AUSTER</u>			
AUST	Mark VI and VII	1R	1
<u>AVIATION TRADERS</u>			
AT98	Carvair ATL98	4R	2
<u>AVION de TRANSPORT REGIONAL</u>			
AT42	ATR42	2T	2
AT72	ATR72	2T	2
<u>AVIONS PIERRE ROBIN</u>			
R200	All 2000 series models	1R	1
R300	All 3000 series models	1R	1
<u>AYRES</u>			
AYSC	Thrush SC2R-1340 (Piston)	1P	1
AYSCT	Thrush SC2R-T15 (Turbine)	1T	1

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>BARKLEY GROW</u>			
T8P	Barkley Grow	2R	1
<u>BEECH AIRCRAFT CORP.</u>			
BE10	King Air 100	2T	1 *
BE11	Kansan (all model 11)	2R	1
BE17	Stagger Wing (all model 17)	1R	1
BE18	Beech 18 (all model 18, C45, Expeditor)	2R	1
BE19	Sport 150	1R	1
BE20	King Air 200	2T	1*
BE23	Sundowner	1R	1
BE24	Sierra	1R	1
BE30	Beech 300	2T	2
BE3B	Beech 350	2T	1 *
BE36	Bonanza (includes 33/35)	1R	1
BE40	Beechjet	2T	2
BE50	Twin Bonanza (all model 50)	2R	1
BE55	Baron (all model 55, 56 and 58)	2R	1
BE60	Duke (all model 60)	2R	1
BE76	Duchess (all model 76)	2R	1
BE80	Queen Air (all model 65, A65, 65-80, 65B80 and 70)	2R	1
BE90	King Air 90	2T	1 *

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AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
BE95	Travel Air (all model 95)	2R	1
BE99	Airliner (all model 99)	2T	1 *
BE02	Commuter (Beechcraft 1900)	2T	2
BEST	Starship (model 2000)	2T	1 *
<u>BELLANCA AIRCRAFT CORP.</u>			
BL14	Aircruiser	1R	1
BL26	Viking (includes all models)	1R	1
BL28	Scout	1R	1
BL31	Skyrocket	1R	1
CH10	Citabria (includes all models)	1R	1
<u>BEST AVIATION</u>			
W620	Weatherly 620B	1R	1
<u>BOEING CO.</u>			
B17	Fortress	4R	2
B707	Stratoliner (all model 707-720, CC137, C and KC 135)	4T	2
B727	Astrojet	3T	2
B737	737 100/200	2T	2
B7373	/300	2T	2
B7374	/400	2T	2
B7375	/500	2T	2
B747	Super Jet (all 100,200,300)	4T	2

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
B7474	Super Jet series 400	4T	2
B75	Stearman	1R	1
B757	All models Boeing 757	2T	2
B767	All models Boeing 767	2T	2
B97	Stratofreighter (KC97)	4R	2
<u>BRISTOL</u> (See British Aircraft Corp.)			
<u>BRITISH AEROSPACE</u>			
BA11	BAC 111	2T	2
BA31	Jetstream 31	2T	2
BA32	Jetstream 3200 Series	2T	2
BA46	146 (all)	4T	2
<u>BRITISH AIRCRAFT CORP.</u>			
BR31	Britannia 310	4T	2
BR70	Freighter (Wayfarer)	2R	2
VC8	Viscount (all VC2-700 and 800 series)	4T	2
VC9	Vanguard (all VC950 series)	4T	2
<u>BRITTEN-NORMAN</u>			
BN2	Islander (all model BN-2, BN-29)	2R	1
BN3	Trislander BN-2A	3R	1
<u>CAMAIR CORP.</u>			
CM48	Twin Navion (all models)	2R	1

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AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>CAMAIR CORP.</u>			
CM48	Twin Navion (all models)	2R	1
<u>CANADAIR LTD.</u>			
CL21	Canadian CL215	2R	2
CL22	CL215 Turbine	2T	2
CL44	Yukon CL44	4T	2
CL60	Challenger (includes CL601)	2T	2
CL64	Canadair CL604	2T	2
CL65	Regional Jet	2T	2
<u>CASA</u>			
CS12	Casa 212/200	2T	2
<u>CESSNA AIRCRAFT CORP.</u>			
CT50	Crane	2R	1
C120	Cessna 120 only	1R	1
C140	Cessna 140 only	1R	1
C150	Cessna 150 only	1R	1
C152	Cessna 152 only	1R	1
C170	Cessna 170 only	1R	1
C172	Cessna 172 only	1R	1
C175	Cessna 175 only	1R	1
C177	Cessna 177 + 177RG	1R	1

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
C180	Cessna 180 only	1R	1
C182	Cessna 182 only	1R	1
C185	Cessna 185 only	1R	1
C188	Cessna 188 only	1R	1
C190	Cessna 190 only	1R	1
C195	Cessna 195 only	1R	1
C205	Cessna 205 only	1R	1
C206	Cessna 206 only	1R	1
C207	Cessna 207 only	1R	1
C208	Caravan I	1T	1
C210	Cessna 210 all models	1R	1
C303	Cessna 303 only	2R	1
C305	Cessna 305 only	1R	1
C310	Cessna 310 only	2R	1
C320	Cessna 320 only (Sky Knight)	2R	1
C335	Cessna 335 only	2R	1
C336	Cessna 336 only	2R	1
C337	Cessna 337 only (Skymaster)	2R	1
C340	Cessna 340 only	2R	1
C401	Cessna 401 only	2R	1
C402	Cessna 402 only	2R	1
C404	Cessna 404 only	2R	1

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AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
C411	Cessna 411 only	2R	1
C414	Cessna 414 only	2R	1
C421	Cessna 421 only	2R	1
C425	Cessna 425 only (Corsair/Conquest I)	2T	1 *
C441	Cessna 441 only (Conquest II)	2T	1
C500	Citation I	2T	2
C501	Citation I/SP	2T	1 *
C525	Citationjet 525 (**Some models are single crew)	2T	2 **
C550	Citation II	2T	2
C551	Citation II/SP	2T	1 *
C560	Citation V	2T	2
C650	Citation III	2T	2
<u>CHANCE VOUGHT/GOODYEAR</u>			
F4U	Corsair (all models)	1R	1 *
<u>CHRISTEN INDUSTRIES INC.</u>			
CHCH	Eagle II (All models)	1P	1
C11	Pitts S-1 (All models)	1P	1
C12	Pitts S-2 (All models)	1P	1
CIA1	A-1 Huskey	1P	1

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>CIRRUS DESIGN CORP.</u>			
VK30	Cirrus	1P	1
<u>CONAIR LIMITED</u>			
DHST	Turbo Firecat (Turbine rebuild of Grumman & De Havilland DHS2)	2T	1 *
<u>CONVAIR DIVISION GENERAL DYNAMICS CORP.</u>			
CV13	Valiant	1R	1
CV14	Canso (all model PBY, Consolidated 28, 285, Catalina)	2R	2
CV44	Convair (all model 240/340/440; T-29, C-131)	2R	2
CV58	Convair (all models 540/580; CC109; Cosmopolitan)	2T	2
CV64	Convair (all models 600/640)	2T	2
<u>CURTISS-WRIGHT CORP.</u>			
CW20	Commando (all CW20 and C-46)	2R	2
<u>DASSAULT-BREGUET</u>			
DA10	Falcon 10	2T	2
DA20	Falcon 20	2T	2
DA21	Mystere Falcon 200	2T	2
DA50	Falcon 50	3T	2
DA90	Falcon 900	3T	2

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AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>DE HAVILLAND AIRCRAFT OF CANADA LTD.</u>			
AT3	PZL powered Otter	1R	1
DH1	Chipmunk	1R	1
DH2	Beaver	1R	1
DH2T	Turbo Beaver	1T	1
DH3	Otter (CSR 123; U-1)	1R	1
DH3T	Turbo Otter	1T	1
DH4	Caribou CC-108	2R	2
DH5	Buffalo CC-115	2T	2
DH6	Twin Otter CC-138	2T	1
DH7	Dash 7	4T	2
DH8	Dash 8 (Series 100, Series 200 and Series 300)	2T	2
DH82	Tiger Moth	1R	1
DH83	DH83	1R	1
DH98	Mosquito	2R	1 *
DHS2	Tracker CS2F1/2	2R	1 *
HS25	Domonie (all model Hawker-Siddeley HS-125 and Beech BH-125)	2T	2
<u>DIMONA (DIAMOND)</u>			
(See HOAC AUSTRIA)			

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>DORNIER-WERKE</u>			
DO27	Dornier 27	1R	1
DO28	Dornier 28 (all model A, B, H, Q and S)	2R	1
D228	Model 228 all series	2T	2
DO8D	Skyservant	2R	1
<u>EMBRAER</u>			
E110	Embraer Banderante	2T	1 VFR 2 Night 2 IFR
E120	Embraer Brasilia	2T	2
<u>ERCO</u>			
ER15	Ercoupe (415C, CD and D)	1R	1
<u>FAIRCHILD AIRCRAFT LTD.</u>			
FA11	Husky F-11	1R	1
FA27	Friendship (includes F-27, FH-227)	2T	2
FA62	Cornell	1R	1
FA71	Fairchild 71	1R	1
FA82	Fairchild 82	1R	1
SW2	All short-body models SA26, SA226T, SA227TT	2T	1 *
SW3	All models SA226AT/TC	2T	1 *
SW4	All models SA227AT/AC	2T	2

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AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>FAIRY AVIATION</u>			
FF46	Firefly (model 4, 5 and 6)	1R	1
<u>FLEET AIRCRAFT</u>			
FL2	Fleet 2	1R	1
FL80	Canuck	1R	1
<u>FOKKER-VFW</u>			
FA27	Friendship (includes FH-227)	2T	2
FK10	Fokker 100	2T	2
FK28	Fellowship	2T	2
FK50	Fokker 50	2T	2
FK70	Fokker 70	2T	2
<u>FOUND BROS.</u>			
FB2	FBA2C	1R	1
<u>GLOBE</u>			
GC1B	Swift	1R	1
<u>GRUMMAN AMERICAN AVIATION</u>			
AA1	Trainer	1R	1
AA5	Traveller	1R	1
AA7	Cougar	2R	1
GTBM	Avenger (all model TBM, TBF)	1R	1 *
G159	Gulfstream I (G159)	2T	2

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
G164	Ag-Cat	1R	1
G2	Gulfstream II (G1159)	2T	2
G21	Goose/Super Goose	2T	1
G3	Gulfstream III	2T	2
G30	S.C.A.N. Series	2R	1
G4	Gulfstream IV	2T	2
G44	Widgeon/Super Widgeon	2R	1
G73	Mallard	2R	1
G73T	Turbo Mallard	2T	2
<u>HANDLEY PAGE</u>			
HP13	Handley Page HP-137	2T	2
HP7	Herald (all model HPR7)	2T	2
<u>HAWKER</u>			
FURY	Sea Fury (all marks)	1R	1 *
HURRI	Hurricane (all marks)	1R	1 *
<u>HAWKER-SIDDELEY</u>			
HS04	Dove 104	2R	1
HS06	Comet (all models)	4T	2
HS14	Heron 114	4R	2
HS25	Domonie (all models) Hawker-Siddeley HS-125 and Beech BH-125 except series 1000)	2T	2

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AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
HS65	Argosy (AW650-100/200)	4T	2
HS74	Andover (HS748/780)	2T	2
HS8	Rapide 89	2R	1
HS251	BAE 125 series 1000	2T	2
<u>HAWKER-SIDDELEY (AVRO)</u>			
AV52	Anson (all marks)	2R	1
AV83	Lancaster	4R	2
AV85	York	4R	2
<u>HELIO AIRCRAFT CORP.</u>			
HE1	Courier (all model H-295, Mark II, U-10)	1R	1
<u>HOAC AUSTRIA</u>			
DV20	DV20 Katana (includes Dimona and DA20 Diamond)	1P	1
HK36	Super Dimona all models	1P	1
<u>HOWARD AERO MANUFACTURING</u>			
HW5	Howard 500	2R	1
HW8	Jobmaster (DGA815)	1R	1
<u>ISRAEL AIRCRAFT INDUSTRIES</u>			
AJ25	Astra	2T	2
JC21	Jet Commander 1121	2T	2

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
RV01	Arava 101B	2T	1 *
WW23	Westwind 1123	2T	2
WW24	Westwind 1124	2T	2
<u>LAKE AIRCRAFT</u>			
LA4	Buccaneer	1R	1
LA25	Renegade	1R	1
<u>LEAR</u>			
LR18	Learstar 18	2R	2
LR23	Learjet 23	2T	2
LR24	Learjet 24	2T	2
LR25	Learjet 25	2T	2
LR28	Learjet 28	2T	2
LR29	Learjet 29	2T	2
LR31	Learjet 31	2T	2
LR35	Learjet 35	2T	2
LR36	Learjet 36	2T	2
LR54	Learjet 54	2T	2
LR55	Learjet 55	2T	2
<u>LING-TEMCO-VOUGHT (LTV)</u>			
LUSC	Luscombe 8	1R	1

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AIRCRAFT TYPE DESIGNATORS

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<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>LOCKHEED AIRCRAFT CORP.</u>			
L101	Tri Star L1011	3T	2
L12	Piston Electra (all model 10, 12)	2R	1
L14	Hudson	2R	1 *
L18	Lodestar (all model 18; C-57; C-58; C-60)	2R	2
L188	Electra (Orion, Aurora)	4T	2
L300	Lockheed 300	4T	2
L329	Jet Star	4T	2
L34	Ventura (all model 34; B-34; PV-1; PV-2)	2R	1 *
L38	Lightning P-38	2R	1 *
L382	Hercules 130	4T	2
L49	Constellation (all model 49; 649; 749; and C-121)	4R	2
P2	Neptune	2R	2
T33	Shooting Star (all T-33; F-80)	1T	1*
<u>MARTIN</u>			
MJRM	Mars JRM	4R	2
<u>MAULE AIRCRAFT CORP.</u>			
ML4	Maule (includes M5)	1R	1

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>MCDONNELL-DOUGLAS</u>			
B26	Invader (all models A-26, B-26)	2R	1 *
DC3	Dakota (all model DC-3; C-47; CC-129; C-117; Skytrain)	2R	2
DC3T	Dakota - Turbine (all model DC-3; C-47; CC-129; C-117; Skytrain)	2T	2
DC4	Skymaster (all model DC-4; C-54; C-5; North Star; Argonaut)	4R	2
DC6	Liftmaster (all model DC-6)	4R	2
DC7	Seven Seas (all model DC-7)	4R	2
DC8	DC-8	4T	2
DC9	DC-9	2T	2
DC10	DC-10	3T	2
MD11	MD-11	3T	2
MD80	MD80/81/82/83/87/88	2T	2
<u>MESSERCHMITT-BOLKOW BLOHM</u>			
HF20	Hansa HFB 320	2T	2
<u>MITCHELL</u> (See Rockwell International)			
<u>MITSUBISHI HEAVY INDUSTRIES</u>			
MU2	Model MU2	2T	1 *

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AIRCRAFT TYPE DESIGNATORS

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<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
MU3	Model MU300 (Diamond models only. For Beech Jet models see Beechcraft above.)	2T	2
	<u>MOONEY AIRCRAFT CORP.</u>		
MK20	(includes all models)	1R	1
	<u>MORAVAN LTD.</u>		
O242	Zlin model Z242L	1P	1
	<u>NEICO AVIATION INCORP.</u>		
LC20	Lancair 235/320/360	1P	1
LC30	Lancair IV (All models)	1P	1 *
	<u>NIHON AEROPLANE MANUF.</u>		
YS11	All model YS11/YS11A	2T	2
	<u>NOORDUYN AVIATION LTD.</u>		
N06	Norseman (all mark IV, V and VI; UC64)	1R	1
	<u>NORTH AMERICAN</u>		
F86	Sabre	1T	1 *
NAT6	Harvard (AT6, Texan)	1R	1
P51	Mustang	1R	1 *
	<u>PARTENAVIA COSTRUZIONI AERONAUTICHE S.P.A.</u>		
PN68	Observer	2R	1

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>PIAGGIO RINALDO</u>			
P136	Royal Gull (model P136)	2R	1
P180	Avanti	2T	1 *
<u>PILATUS</u>			
PL6	Porter (all model PC-6 piston)	1R	1
PL6T	Turbo Porter (all model PC-6 Turbine)	1T	1
<u>PIPER AIRCRAFT CORP.</u>			
PA11	Cub	1R	1
PA12	Super Cruiser	1R	1
PA14	Family Cruiser	1R	1
PA16	Clipper	1R	1
PA17	Vagabond (includes PA15)	1R	1
PA18	Super Cub	1R	1
PA20	Pacer	1R	1
PA22	Tri Pacer/Colt	1R	1
PA23	Apache	2R	1
PA24	Comanche	1R	1
PA25	Pawnee	1R	1
PA28	Cherokee	1R	1
PA3	Cub Trainer	1R	1
PA30	Twin Comanche	2R	1

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AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
PA31	Navajo	2R	1
PA32	Cherokee Six	1R	1
PA34	Seneca	2R	1
PA36	Brave	1R	1
PA38	Tomahawk	1R	1
PA39	Twin Comanche (CR)	2R	1
PA42	Cheyenne III/IV/400LS	2T	1 *
PA44	Seminole	2R	1
PA46	Malibu	1R	1
PA60	Aerostar 600 Pressurized (includes TS6P)	2R	1
PARO	Cherokee Arrow	1R	1
PAT4	PA-31T3 (T-1040)	2T	1
PAYE	Cheyenne I/II	2T	1
PAZT	Aztec	2R	1
<u>PITTS</u>			
PI2	Pitts Special (includes S1)	1R	1
<u>POLSKIE ZAKLADY LOTNICZE (PZL)</u>			
PO18	Dromader	1R	1
POW4	Wilga	1R	1
<u>REPUBLIC</u>			
RC3	Seabee	1R	1

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AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>ROCKWELL INTERNATIONAL</u>			
ACB1	Ag Commander B-1 (Snipe Commander)	1R	1
ACS2	Ag Commander S-2 (Snow Commander, Aero Commander)	1R	1
AC10	Darter	1R	1
AC12	Aero Commander 112	1R	1
AC14	Aero Commander 114	1R	1
AC20	Aero Commander 200	1R	1
AC50	Commander 500 (all model 500 and Shrike Commander)	2R	1 *
AC60	Grand Commander (all piston powered unpressurized 600 series)	2R	1 *
AC68	Super Commander (all piston powered pressurized 600 series)	2R	1 *
AC69	Turbo Commander (all turbine powered pressurized 600 series)	2T	1 *
AC72	Alt-Cruiser	2R	1
AC84	Turbo Commander 840/980/1000	2T	1 *
B25	Mitchell	2R	1 *
JC21	Jet Commander 1121	2T	2
N145	Navion	1R	1
N265	Sabreliner (all series 265)	2T	2
T28	NA260 Trojan	1R	1

* Certain models with this designator are High Performance aircraft.

AIRCRAFT TYPE DESIGNATORS

1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
WW23	Westwind 1123	2T	2
WW24	Westwind 1124	2T	2
<u>RUTAN AIRCRAFT FACTORY</u>			
VZ10	Vari-EZE/Long EZE	1P	1
<u>SAAB-SCANIA</u>			
SF34	SAAB 340 (all)	2T	2
<u>SAUNDERS AIRCRAFT CORP.</u>			
ST27	Saunders ST27	2T	2
<u>SCOTTISH AVIATION</u>			
SC2	Twin Pioneer	2R	1
BA31	Jetstream	2T	2
<u>SEQUOIA AIRCRAFT CORP.</u>			
F8L	Falco	1P	1
<u>SHORT BROS. AND HARLAND HD.</u>			
SH33	Short SD3-30	2T	2
SH36	Short 360	2T	2
SH7	Skyvan SBH-SC7	2T	1
<u>STINSON AIRCRAFT CO.</u>			
ST10	All model 9 and 10	1R	1
ST75	Voyager (Station Wagon)	1R	1
ST77	Reliant (Vultee)	1R	1

* Certain models with this designator are High Performance aircraft.

AIRCRAFT TYPE DESIGNATORS1. AEROPLANES

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
	<u>STODDARD-HAMILTON AIRCRAFT CO.</u>		
GL20	Glasair II (All models)	1P	1
GL25	Glasair III (All models)	1P	1 *
<u>SUPERMARINE</u>			
SPIT	Spitfire (all marks)	1R	1 *
STRA	Stranraer	2R	2
<u>SWEARINGEN AIRCRAFT</u> (See Fairchild Aircraft)			
<u>TAYLORCRAFT</u>			
TC19	Sportsman 19	1R	1
<u>TED SMITH AIRCRAFT</u>			
TS60	Aero Star (unpressurized)	2R	1
<u>THURSTON, SCHWEIZER, TEAL AIRCRAFT CORP.</u>			
TEAL	TSC-1A, TSC-1A1, TSC-1A2	1R	1
<u>TRIDENT AIRCRAFT LTD.</u>			
TR1	Trigull	1R	1
<u>VICKERS</u> (See British Aircraft Corp.)			
<u>WEATHERLY</u> (See Best Aviation)			

* Certain models with this designator are High Performance aircraft.

AIRCRAFT TYPE DESIGNATORS

2. HELICOPTERS

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>AEROSPATIALE-SNIAS SUD AVIATION</u>			
S313	Alouette II (SE313/3130)	1T	1
S315	Alouette III Model 315	1T	1
S316	Alouette III Model 316/3160	1T	1
S318	Alouette II Model SA318	1T	1
S319	Alouette III Model 319	1T	1
S330	Puma (all model SA330)	2T	1 VFR 2 IFR
S332	Super Puma (all model SA332)	2T	2
S342	Gazelle (all model SA341 and 342)	1T	1
S350	Astar (all model SA350 series)	1T	1
S355	Twin Star (all model SA355 series)	2T	1
S360	Dauphin (all model SA360 series)	1T	1
S365	Dauphin (all model SA365 series)	2T	1 VFR 2 IFR
<u>BELL HELICOPTERS</u>			
BH04	Iroquois (all model 204; 205; and CH-118; H-1 Series)	1T	1
BH06	Jet Ranger (all model 206; CH-136; H-58 series; Kiowa)	1T	1
BH06T	Model 206 Twin	2T	1
BH12	Bell 212 series (all CH-135; H-1N series)	2T	1 VFR 2 IFR

AIRCRAFT TYPE DESIGNATORS2. HELICOPTERS

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
BH214	Bell 214 series (all models <u>except</u> 214ST)	1T	1
BH22	Bell 222; 222B; 222U; Bell B430	2T	1
BH23	Textron (Model 230)	2T	1
BH41	Bell 412	2T	1 VFR 2 IFR
BH47	Bell 47 series; (all model 47 series; H-13; Ranger)	1R	1
BH47T	Turbine powered BH47	1T	1
BHST	Bell 214ST	2T	2
<u>BOEING (VERTOL) COMPANY LTD.</u>			
HV07	Labrador (all model 107; H-46; Seaknight)	2T	2
HV34	Chinook (all model 114; H-47 series)	2T	2
BV44	All model 42/44 (H-21 series)	1R	1
<u>BRANTLY HELICOPTER CORP.</u>			
HB42	All model B-2	1R	1
HB43	All model 305	1R	1
<u>BRISTOL</u>			
BR71	Sycamore 171	1R	1

AIRCRAFT TYPE DESIGNATORS

2. HELICOPTERS

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>CESSNA AIRCRAFT CO.</u>			
C1C	Skyhook (all models)	1R	1
<u>COSTRUZIONI AERONAUTICHE</u>			
A109	AGUSTA A109A	2T	1
<u>DOMAN HELICOPTERS INC.</u>			
DM52	All model D-10B	1T	1
<u>ENSTROM</u>			
EH28	Model F-28	1R	1
EH48	Model 480	1T	1
<u>HILLER AIRCRAFT DIVISION</u>			
HL11	All model FH-1100 (OH-5A series)	1T	1
HL12	All model UH-12 series (H-23 series)	1R	1
HL2T	Turbine powered HH12	1T	1
HL36	All model 360 series	1R	1
<u>KAMAN AEROSPACE CORP.</u>			
HK12	K-1200	1T	1
<u>MCDONNELL-DOUGLAS HELICOPTERS (formerly HUGHES)</u>			
HU30	All model 269/300 series and Schweizer Model 300C	1R	1
HU50	All model 369/500 series	1T	1
HU52	Model 520N	1T	1

AIRCRAFT TYPE DESIGNATORS2. HELICOPTERS

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>	<u>MINIMUM CREW REQUIREMENT</u>
<u>MESSERSCHMIDT</u>			
MBK7	Bolkow-Blohm 117	2T	1 VFR 2 IFR
MBH5	MBB 105 (Messerschmidt-Bolkow-Blohm)	2T	1
<u>ROBINSON HELICOPTER CO.</u>			
RH22	Robinson 22	1R	1
RH44	Robinson Model R44	1P	1
<u>ROTORWAYS</u>			
ROTO	Executive, Scorpion	1R	1
<u>SIKORSKY AIRCRAFT DIVISION</u>			
SK51	All model S-51 series	1R	1
SK52	All model S-52 series	1R	1
SK55	All model S-55 series	1R	1
SK55T	Turbine powered S55	1T	1
SK58	All model S-58 series	1R	1
SK58T	Turbine powered S58	2T	1
SK61	All model S-61 series (HSS-2; CH-124; H-3; Sea King)	2T	2
SK62	All model S-62 series	1T	1
SK64	All model S-64 series	2T	2
SK76	All model S-76 series	2T	1 VFR 2 IFR

AIRCRAFT TYPE DESIGNATORS
4. GLIDERS AND POWERED GLIDERS

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>
	<u>BURKHRDT-GROB</u>	
GR09	- Grob 109	1R (powered glider)
	<u>GLASER-DIRKS</u>	
DG40	- DG 400	1R
	<u>INTreprinderea de CONSTRUCTII AERONAUTICE, ROMANIA</u>	
IC8M	- IC8M Romania	1R
	<u>LET AIRCRAFT CORP.</u>	
LT13	- Blanik L-13	Nil
	<u>SCHEIBE- FLUGZEUGBAU</u>	
SF25	- Powered glider	1R (powered glider)
	<u>SCHLEICHER</u>	
FS24	- ASW 24	Nil
SE14	- ASK 14	1R
	<u>SCHWEIZER AIRCRAFT CORP.</u>	
SZ22	- Schweizer 2-22	Nil
SZ26	- Schweizer 1-26	Nil
SZ32	- Schweizer 2-32	Nil
SZ33	- Schweizer 2-33	Nil
	<u>SPORTAVIA PUTZER</u>	
SR5	- all model RF-5	1R

AIRCRAFT TYPE DESIGNATORS5. BALLOONS

<u>TYPE DESIGNATOR</u>	<u>MANUFACTURER - MODEL</u>	<u>NUMBER AND CATEGORY OF ENGINES</u>
AS105	- AS105	Nil
AS90	- AS90	Nil
COLT	- COLT	Nil
SPAS	- SPAS	Nil

CHAPTER 5 - ALTERNATE LANDPLANE OR SEAPLANE ENDORSEMENT

1. Alternate endorsement to pilot licences for seaplane or landplane operation will be made only when the following minimum conversion training has been completed:

Seaplane

- (a) Five (5) hours of conversion training including
 - (i) not less than three (3) hours dual instruction, and
 - (ii) no fewer than five (5) takeoffs and 5 landings as sole occupant of the aeroplane, except for 2 crew aircraft, in which case the takeoffs and landings shall be done as pilot-in-command;
- (b) The following exercises shall be included in the conversion training:
 - (i) taxiing,
 - (ii) sailing,
 - (iii) docking,
 - (iv) takeoffs, and
 - (v) landings; and
- (c) Experience on glassy water, rough water as well as in crosswind conditions is recommended.

Landplane

- (a) Three (3) hours of conversion training including
 - (i) not less than two (2) hours dual instruction, and
 - (ii) no fewer than five (5) takeoffs and 5 landings as sole occupant of the aeroplane; and
- (b) The following exercises shall be included in the conversion training:
 - (i) taxiing,
 - (ii) landings, including crosswind landings, and
 - (iii) takeoffs.

2. The conversion training may be provided by the holder of a Commercial, Senior Commercial or Airline Transport Pilot Licence endorsed for the aircraft being used in the conversion training, providing such holder has acquired at least 50 hours as pilot-in-command of seaplanes, or of landplanes, as the case may be.
3. Prior to the endorsement on his pilot licence, an applicant shall submit an application for endorsement to the appropriate Regional Manager, Aviation Licensing on a form furnished by the Department of Transport.

4. The following applicants shall be deemed to have satisfied the conversion training requirements set forth in 1:

- (a) active and retired personnel of the Canadian Forces who are qualified to the pilot aeroplane wings standard, provided that
 - (i) the applicant has acquired not less than 50 hours flight time as pilot-in-command in landplanes or seaplanes, as appropriate, during the 12 months preceding the date of issue of the endorsement, or
 - (ii) the applicant has met the prescribed standard of the Canadian Forces to act as pilot-in-command of landplanes or seaplanes, as appropriate, during the 24 months preceding the date of issue of the endorsement; and
- (b) the holder of a valid pilot licence - aeroplane category, issued by a Contracting State of the International Civil Aviation Organization, provided that
 - (i) the applicant has acquired not less than 50 hours flight time as pilot-in-command in landplanes or seaplanes, as appropriate, during the 12 months preceding the date of issue of the endorsement to the Canadian licence, or
 - (ii) the applicant has met the prescribed standards of the State concerned, to act as pilot-in-command of landplanes or seaplanes, as appropriate, during the 12 months preceding the date of issue of the endorsement to the Canadian licence.

NOTE:

On initial issue of the licence, Form 26-0083 is required for all class and type endorsements other than those forming part of the licence requirement except in the case of Canadian Forces or foreign applicants meeting the requirements set forth above and applying on Form 26-0194. All subsequent issues shall be submitted on Form 26-0083.

CHAPTER 5 - LANDPLANE OR SEAPLANE RATING

1. Endorsement to pilot permits or licences for seaplane or landplane ratings shall be made only when the following minimum conversion training has been completed:

Seaplane

- (a) Five (5) hours of conversion training including
 - (i) not less than three (3) hours dual instruction, and
 - (ii) no fewer than five (5) takeoffs and 5 landings as sole occupant of the aeroplane, except for 2 crew aircraft, in which case the takeoffs and landings shall be done as pilot-in-command;
- (b) The following exercises shall be included in the conversion training:
 - (i) taxiing,
 - (ii) sailing,
 - (iii) docking,
 - (iv) takeoffs, and
 - (v) landings; and
- (c) Experience on glassy water, rough water as well as in crosswind conditions is recommended.

Landplane

- (a) Three (3) hours of conversion training including
 - (i) not less than two (2) hours dual instruction, and
 - (ii) no fewer than five (5) takeoffs and 5 landings as sole occupant of the aeroplane; and
- (b) The following exercises shall be included in the conversion training:
 - (i) taxiing,
 - (ii) landings, including crosswind landings, and
 - (iii) takeoffs.

2. The conversion training may be provided by the holder of a Commercial or Airline Transport Pilot Licence endorsed for the aircraft being used in the conversion training, providing such holder has acquired at least 50 hours as pilot-in-command of seaplanes, or of landplanes, as the case may be.
3. Prior to the endorsement of the rating on a pilot permit or licence, an applicant shall submit an application for endorsement of a rating to the appropriate Regional Director, Aviation Licensing on a form furnished by the Department of Transport.

4. Credits for DND Applicants

Active and retired personnel of the Canadian Forces who are qualified to the pilot aeroplane wings standard shall be deemed to have met the training requirements specified in Section 1 above, provided that

- (a) the applicant has acquired not less than 50 hours flight time as pilot-in-command in landplanes or seaplanes, as appropriate, during the 12 months preceding the date of application for the rating, or
- (b) the applicant has met the prescribed standard of the Canadian Forces to act as pilot-in-command of landplanes or seaplanes, as appropriate, during the 24 months preceding the date of application for the rating.

5. Credits for Foreign Applicants

The holder of a valid pilot licence - aeroplane category, issued by a Contracting State of the International Civil Aviation Organization shall be deemed to have met the training requirements specified in Section 1 above, provided that

- (a) the applicant has acquired not less than 50 hours flight time as pilot-in-command in landplanes or seaplanes, as appropriate, during the 12 months preceding the date of application for the Canadian rating, or
- (b) the applicant has met the prescribed standards of the State concerned, to act as pilot-in-command of landplanes or seaplanes, as appropriate, during the 12 months preceding the date of application for the Canadian rating.

6. Application

On initial issue of the permit or licence, Form 26-0083 is required for all class and type ratings other than those forming part of the permit or licence requirement except in the case of Canadian Forces or foreign applicants meeting the requirements set forth above and applying on Form 26-0194. All subsequent issues shall be submitted on Form 26-0083.

CHAPTER 6 - RESTRICTED RADIOTELEPHONE OPERATOR'S AUTHORITY

1. Any person operating radio transmitting equipment installed in aircraft registered in Canada is required to hold a valid Restricted Radiotelephone Operator's Certificate or a Radio Operator's Certificate of higher grade.
2. Certificates of Proficiency in Radio are issued under the Radio Regulations annexed to the International Telecommunication Convention currently in force. The International Telecommunication Convention (Geneva, 1959) came into force on May 1, 1961, and Certificates of Proficiency in Radio issued prior to that date will become invalid upon ratification of the International Telecommunication Convention of Geneva, 1959.
3. In the meantime, Restricted Radiotelephone Operator's Certificates issued on or after May 1, 1955, may be automatically validated when submitted to a Regional Superintendent, Radio Regulations. Certificates issued between January 1, 1954 and May 1, 1955, may be validated or replaced provided the examiner is satisfied that the holder has retained or demonstrates his knowledge of the requirements of the certificate to be validated.
4. Replacement shall depend upon the condition of the certificate and whether the physical description of the holder is obsolete.
5. Active pilots or other flight crew members may have their Restricted Radiotelephone Operator's Certificates validated or replaced by mailing them to the nearest office of a Regional Superintendent, Radio Regulations, provided that:
 - (a) the Certificate of the holder was originally issued (not replaced) after May 1, 1955, or
 - (b) the certificate of the holder was originally issued under the Radio Regulations (Buenos Aires, 1952) prior to May 1, 1955, or validated or replaced at any time under the Radio Regulations (Buenos Aires, 1952) and the holder has been for a period of six months since May 1, 1955, actively engaged as a pilot or other flight crew member and his duties require the use of radiotelephone communication, and
 - (c) the above condition is certified by an officer of a licensed air carrier or carrier employing the holder over this period, or
 - (d) in the case of a private pilot, the submission of an affidavit or other documentary evidence testifying to the required six months radiotelephone experience since May 1, 1955.
6. Pilots or other flight crew members who are unable to meet the requirements of sections 1 or 5 shall apply in person to the nearest office of a Regional Superintendent, Radio Regulations or Radio Regulations Inspector.
7. Individuals who hold a pilot permit or licence and applicants for pilot permits or licences who do not hold a Restricted Radiotelephone Operator's Certificate shall undergo an examination with an authorized Flight Instructor or Radio Inspector and submit the fee required.

8. Authorized Flight Instructors may conduct Restricted Radiotelephone Operator examinations only for persons engaged in flying aircraft as flight crew members. Radio Inspectors will conduct Restricted Radiotelephone Operator examinations for ALL persons involved in operational work in control towers, air traffic control centres and airport vehicles, etc.

PART III
FORMS

These forms are referred to in this Handbook and are reproduced for the guidance of all concerned.

	<u>PAGE</u>
Application for Flight Crew Licences	1 - 1
Flight Crew Licence - Application for Endorsement of a Rating	1 - 3
Application for: A Student Pilot Permit; Licence Issue/Renewal - Ultra-Light Aeroplanes	1 - 5
Instructor's Training Record While Under Direct Supervision	1 - 7



APPLICATION FOR FLIGHT CREW LICENCES

FILE NUMBER
010 5802 -

INSTRUCTIONS

- 1 To be accompanied by evidence of having met the requirements with respect to age, full name, citizenship, medical fitness, knowledge, experience, skill and fees. Senior Commercial and Airline Transport pilot licences, Flight Navigator and Flight Engineer licence applications shall be submitted to the Regional Manager, Aviation Licensing. Applications for all other licences may be submitted to a Department of Transport "Authorized Person" at a flying school or club of the appropriate Regional Manager, Aviation Licensing.
- 2 Applicant must complete parts A and D of the application only.
- 3 Indicate the type of licence and category of aircraft desired by placing an X in the appropriate square(s).
- 4 Birth or baptismal certificate or citizenship documents as applicable shall accompany the application unless submitted for a previous permit or licence.
- 5 Submit in duplicate.

PART A - PLEASE PRINT IN INK OR TYPE			180 LICENCE APPLIED FOR	
FULL GIVEN NAME(S) NO INITIALS			SURNAME	
050 MAILING ADDRESS NO. AND STREET			APT NO	TELEPHONE NO
060 CITY/TOWN PROVINCE			080	POSTAL CODE
070 DATE OF BIRTH			SEX	
110 D	M	Y	<input type="checkbox"/> M	<input type="checkbox"/> F
CITIZEN OF			DATE OF LAST MEDICAL	
130			870	830
LICENCE VALIDATION CERTIFICATE			LICENCE HELD	STUDENT PILOT PERMIT
010 <input type="checkbox"/> YES <input type="checkbox"/> NO NUMBER ►			<input type="checkbox"/> YES <input type="checkbox"/> NO NUMBER ►	NUMBER ►
NAME OF FLIGHT TRAINING UNIT			GROUND SCHOOL	
DETAILS OF EXPERIENCE (APPLICANT MUST COMPLETE THE REVERSE SIDE OF THIS FORM)				
D M Y			SIGNATURE OF APPLICANT	

PART B - CERTIFICATION OF LICENCE PRIVILEGES BY AUTHORIZED PERSON				
CERTIFICATION WAS MADE ON	FOR A	LICENCE	CATEGORY CLASS	BLANKET TYPE RATING OF
D M Y				LBS
OR LESS AND (LIST ANY ADDITIONAL, E.G. TYPE RATINGS, NIGHT ETC.)				
By				
PRINT NAME	SIGNATURE OF AUTHORIZED PERSON			LICENCE NO ORGANIZATION

PART C - FOR DEPARTMENTAL USE ONLY					
870 LAST VALID MEDICAL	830 MEDICAL CATEGORY	AGE	450 LICENCE FEE PAID	RECEIPT NO	
D M Y	1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/>		\$		
TEST CODE	REGION	DATE	MARKS	520 FEE 530 RE TEST 490 TEST TYPE	QUOTE REFERENCE FOR WAIVER OF
480	500	510 D M Y	540		1. LICENCE FEE -
					2. EXAMINATIONS -
					3. FLIGHT TEST -
					SKILL CONDUCTED BY
					AND COPY ATTACHED OF
					A. CERTIFICATE OF COMPETENCY OR LETTER OF RECOMMENDATION YES NO FOR GLIDER, ULTRALIGHT, AEROPLANE, BALLOON, FLIGHT NAVIGATOR AND FLIGHT ENGINEER LICENCE OR
					B. FLIGHT TEST REPORT FOR ALL OTHER FLIGHT CREW LICENCES
EXAMINATIONS AND TESTS					
CATEGORY	INSTRUMENT RATING VALID TO			CLASS	GROUP
180	300 D M Y			291	1292
CLASS RATING	INSTRUCTOR RATING VALID TO			CLASS	GROUP
200	360 D M Y			351	1352
BLANKET TYPE RATING	SPECIAL CONDITIONS OR ENDORSEMENTS				
210					
TYPE RATING	RESTRICTIONS				
240					
NIGHT					
270 <input type="checkbox"/> YES <input type="checkbox"/> NO	460				
ENDORSEMENTS					
CHECKED AND ISSUE RECOMMENDED			FOR REGIONAL MANAGER AVIATION LICENSING		
PRINT NAME			SIGNATURE AND DATE		
PRINT NAME			SIGNATURE AND DATE		

PART D - EXPERIENCE							
AEROPLANES OF 4,000 LBS OR LESS MAY BE GROUPED TOGETHER FOR PRIVATE PILOT APPLICATION AEROPLANES OF 12,500 LBS OR LESS MAY BE GROUPED TOGETHER FOR HIGHER TYPE LICENCE APPLICATION							
SECTION 1 - AEROPLANE, HELICOPTER, GYROPLANE FLIGHT TIME							
AIRCRAFT TYPE	DAY			NIGHT			YEAR TYPE LAST FLOWN
	DUAL	PILOT-IN-COMMAND	CO-PILOT	DUAL	PILOT-IN-COMMAND	CO-PILOT	
TOTAL - AEROPLANES							TOWED FLIGHT TIME
TOTAL - HELICOPTERS							
TOTAL - GYROPLANES							GRAND TOTAL
TOTALS							150
TOTAL - MULTI							
TOTAL - SEAPLANES							
CROSS COUNTRY EXPERIENCE	DAY			NIGHT			INSTRUMENT FLIGHT
	DUAL	PILOT IN COMMAND	CO-PILOT	DUAL	PILOT IN COMMAND	CO-PILOT	AIRCRAFT FLIGHT TIME ► APPROVED INSTRUMENT GROUND TRAINER TIME ►
SECTION 2 - GLIDER FLIGHT TIME							
DUAL	SOLO	TOTAL		SOLO TAKE-OFFS AND LANDINGS			
SECTION 3 - ULTRALIGHT AEROPLANE FLIGHT TIME							
DJAL INSTRUCTIONAL TECHNIQUES	SOLO	NUMBER OF TAKE-OFFS CIRCUITS AND LANDINGS				TOTAL FLIGHT TIME	
		DUAL	SOLO				
SECTION 4 - BALLOON FLIGHT TIME							
UNTETHERED TIME UNDER SUPERVISION	DUAL INSTRUCTION FLIGHTS	ASCENT TO NOT LESS THAN 5000 FT ABOVE GROUND LEVEL		ASCENTS AS SOLE OCCUPANT	TOTAL SOLO FLIGHT TIME	TOTAL TIME	TETHERED FLIGHT TIME
SECTION 5 - FLIGHT NAVIGATOR FLIGHT TIME							
TOTAL CROSS COUNTRY FLIGHT TIME	TOTAL NIGHT FLIGHT TIME		FLIGHT TIME LAST 6 MONTHS		NUMBER OF FIXES USING ASTRO IN CONJUNCTION WITH OTHER AIDS		
					DAY	NIGHT	
SECTION 6 - FLIGHT ENGINEER FLIGHT TIME							
TOTAL FLIGHT TIME	TOTAL SIMULATOR TIME		AIRCRAFT TYPE(S)				
SECTION 7 - PILOT APPLICANTS (CANADIAN FORCES OR FOREIGN)							
NUMBER OF HOURS PILOT IN-COMMAND IN CATEGORY APPLIED FOR LAST 12 MONTHS							
SECTION 8 - DECLARATION - ALL APPLICANTS							
I HEREBY DECLARE THAT TO THE BEST OF MY KNOWLEDGE THE ABOVE PARTICULARS ARE TRUE IN EVERY RESPECT							
DATE				SIGNATURE OF APPLICANT			
SECTION 9 - CERTIFICATION OF EXPERIENCE							
FLIGHT TIMES AGREE WITH CERTIFIED LOG BOOK <input type="checkbox"/> OR PILOT TRAINING RECORD <input type="checkbox"/>							
VERIFIED BY:	PRINT NAME	SIGNATURE OF DULY AUTHORIZED PERSON	LICENCE NUMBER		ORGANIZATION		

DEPARTMENT OF TRANSPORT

FLIGHT CREW LICENCE - APPLICATION FOR ENDORSEMENT OF A RATING

SUBMIT IN DUPLICATE TO AN AUTHORIZED PERSON OR TO THE REGIONAL MANAGER AVIATION LICENSING

PARTS A, B AND C MUST BE COMPLETED PRIOR TO SUBMISSION

THIS APPLICATION MUST BE ACCOMPANIED BY THE FEE, EXAMINATION RESULTS, FLIGHT TEST REPORT, PILOT TRAINING RECORD, CERTIFIED LOG-BOOK, LETTER OF RECOMMENDATION AS APPLICABLE.

A LICENCE MUST BE MEDICALLY VALID TO BE ENDORSED WITH A RATING

PART A

FULL GIVEN NAME		SURNAME		AIRCRAFT CATEGORY <input type="checkbox"/> AEROPLANE <input type="checkbox"/> HELICOPTER <input type="checkbox"/> OTHER	
050					
MAILING ADDRESS		TELEPHONE			
060					
CITY / TOWN		PROVINCE	POSTAL CODE		
070		100	080		
DECLARATION					
I HEREBY DECLARE THAT I HAVE COMPLETED THE TRAINING AND FLIGHT TIME PRESCRIBED IN THE PERSONNEL LICENSING HANDBOOK, AND THAT PART B BELOW CONTAINS A TRUE SUMMARY OF EXPERIENCE RELATIVE TO THIS APPLICATION					
DATE		SIGNATURE OF APPLICANT			

RATING(S) APPLIED FOR

- NIGHT
- LAND
- SEA
- MULTI
- TYPE
- INSTRUMENT
- SECOND OFFICER
- INSTRUCTOR
- GLIDER INSTRUCTOR
- AEROBATIC INSTRUCTOR
- BALLOON INSTRUCTOR
- HOT AIR AIRSHIP

PART B - FILL IN ONLY THE BLOCK(S) FOR THE RATING(S) APPLIED FOR

NIGHT			INSTRUMENT			LAND / SEA			TRAINING WAS DONE IN AIRCRAFT REGISTRATION MARKS			
TOTAL	DUAL	DUAL CROSS COUNTRY	SOLO	NO OF SOLO TAKEOFFS AND LANDINGS	FLIGHT	GROUND	TOTAL	DUAL	SOLO	NO OF SOLO OR PIC TAKE OFFS/LANDINGS		
MULTI-ENGINE			TYPE RATING			QUALIFYING FLIGHT IN PILOT-IN-COMMAND BEAT OR PPC			FLIGHT SIMULATOR LOCATION AND TYPE			
TOTAL	DUAL	PILOT IN COMMAND	IF CENTRE THRUST ONLY CHECK HERE <input type="checkbox"/>	TYPE DESIG	TOTAL	PILOT IN COMMAND	FE/SO	SIMULATOR	FLIGHT TIME	DATE	D M Y	
INSTRUMENT RATING			INSTRUMENT TIME			SECOND OFFICER			LETTER OF COMPETENCE OR RECOMMENDATION IS ATTACHED FOR			
PILOT IN COMMAND			FLIGHT TIME			TYPE DESIG DATE OF COURSE			<input type="checkbox"/> SECOND OFFICER			
TOTAL	Pilot in Command	In Category	CROSS COUNTRY	INSTRUMENT TIME	FROM INSTRUCTOR OTHER	IN	100 NM CROSS COUNTRY	GROUND TIME	D	M	Y	<input type="checkbox"/> FLIGHT ENGINEER
												<input type="checkbox"/> GLIDER INSTRUCTOR
INSTRUCTOR RATING: CLASS			FLIGHT TRAINING			GLIDER INSTRUCTOR			<input type="checkbox"/> BALLOON INSTRUCTOR			
PILOT IN COMMAND			FLIGHT TRAINING			TYPE DESIG NO OF FLIGHTS			<input type="checkbox"/> HOT AIR AIRSHIP			
FLIGHT TIME	GROUND TIME	DUAL	PILOT IN COMMAND	CROSS COUNTRY	INSTRUMENT INSTRUCTING TECHNIQUE	FREE	DUAL PIC	SOLO	FLIGHT TIME	TOTAL	TWO SEA	<input type="checkbox"/> TYPE (FOREIGN TRAINING HOT AIR AIRSHIP)
AEROBATIC INSTRUCTOR			BALLOON INSTRUCTOR			TYPE DESIG FLIGHT TIME NO OF SOLO ASSESSORS			IF EXEMPTION IS SOUGHT FROM ANY REQUIREMENT STATE PERSONNEL LICENSING HANDBOOK REFERENCE			
DUAL	SOLO	GROUND SCHOOL	TOTAL	NO OF 30 MIN FLIGHTS	FREE	DUAL	THIRD	SOLO				(PROOF OF ELIGIBILITY FOR EXEMPTION IS REQUIRED)

PART C - RECOMMENDATION

I HEREBY CERTIFY THAT THE APPLICANT HAS COMPLETED THE TRAINING AND EXPERIENCE PRESCRIBED IN THE PERSONNEL LICENSING HANDBOOK RELATIVE TO THIS APPLICATION AND IS COMPETENT TO HOLD RATING(S)

THE APPLICANT IS RECOMMENDED FOR A FLIGHT TEST

(Check here if a flight test is required)

D M Y PRINT NAME SIGNATURE LICENCE NO ORGANIZATION

PART D - CERTIFICATION OF LICENCE PRIVILEGES BY AUTHORIZED PERSON

LICENCE NUMBER WAS CERTIFIED FOR THE ADDITION OF RATING ON

D M Y PRINT NAME SIGNATURE OF AUTHORIZED PERSON LICENCE NO ORGANIZATION D M Y APPOINTMENT EXPIRY DATE

PART E - FOR DEPARTMENTAL USE ONLY

WRITTEN EXAMINATION CODE	DATE D M Y	RESULTS	FLIGHT TEST CODE	DATE D M Y	RESULTS	FEES PAID \$	RECEIPT NO
480		540	480		540	450	

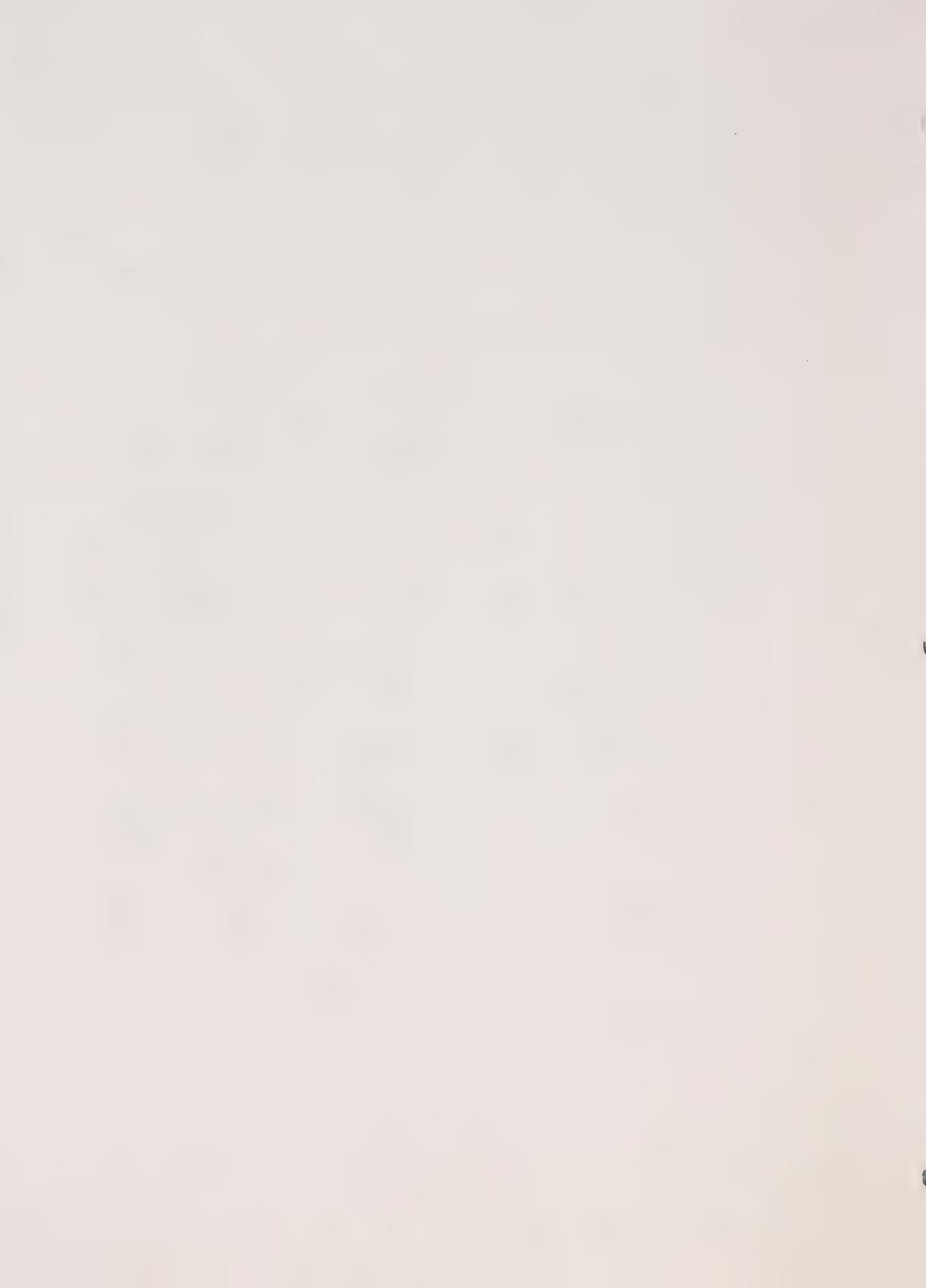
CHECKED AND RECOMMEND ENDORSEMENT OF

OFFICIAL RATING TITLE

DATE FOR REGIONAL MANAGER AVIATION LICENSING 020 REGION

CODING

CODED BY	DATE ENTERED FOR PRINT	SIGNATURE
	D M Y	



APPLICATION FOR:

- A STUDENT PILOT PERMIT — ULTRA-LIGHT AEROPLANES/GLIDERS
- LICENCE ISSUE / RENEWAL

► TO BE SUBMITTED IN DUPLICATE TO A DEPARTMENT OF TRANSPORT REGIONAL MANAGER, AVIATION LICENSING ◀

- Issue / re-issue of a student pilot permit

Glider Ultra-light



For issue / re-issue of Student Pilot Permit application must be supported by
 (A) proof of medical fitness — complete part "D"
 (B) original and one copy of birth certificate or citizenship documents
 (if applicable) or document substantiating change of name (if applicable).
 (C) evidence of appropriate pre-solo examination — Part "B"

- Issue / renewal of a private pilot licence



Issue / renewal of a Private Pilot Licence — Ultra-light aeroplane or Glider Pilot Licence
 complete part "A" and "D"

PART A PLEASE TYPE OR PRINT IN BLOCK LETTERS

Full given name(s)

Surname

050

Mailing address

Number and Street

Apt. No.

Telephone No.

060

City/Town

Province

Postal Code

070

Date of birth

Place of birth

Citizen of

Sex

110

Y M D

130

Male

Female

Licence validation certificate*

Yes No

Number

010

Medical Category

Date of medical

830

870

Y M D

1. I have read the conditions of issue of the student pilot permit as set forth in the Personnel Licensing Handbook, Volume 1.

2. I hereby certify that I will comply with the privileges of the permit and request issue of a Student Pilot Permit — ultra-light aeroplane or glider category

or If a Licence Holder:

3. I hereby request the renewal of my licence.

Date

Y M D

Signature of applicant

PART B CERTIFICATION BY INSTRUCTOR

I hold a valid Commercial Pilot Licence — Ultra-light Aeroplanes or Flight Instructor Rating — Gliders and hereby undertake to ensure that the applicant will reach a satisfactory level of knowledge, experience and skill, prior to solo flight in ultra-light aeroplanes or gliders.

Licence Number

Date

Y M D

Print name

Signature

PART C ISSUE OF STUDENT PILOT PERMIT BY AUTHORIZED PERSON

Student Permit Number

was issued on

Y M D

for ultra-light aeroplane or

glider category

valid to

Y M D

by

Print name

Signature of authorized person

Licence number

Organization

PART D CIVIL AVIATION MEDICAL DECLARATION

If you have ever held a civil aviation licence state:

Title

Licence number

I hereby declare –

1. That I have never suffered from any of the conditions listed below
 - (A) Epilepsy or fits;
 - (B) Severe head injury;
 - (C) Severe headaches or migraine;
 - (D) Diabetes requiring insulin;
 - (E) Heart disease, heart attack or high blood pressure requiring medication;
 - (F) Chronic chest, sinus or ear condition;
 - (G) Chronic abdominal condition requiring medication;
 - (H) Eye trouble (e.g. vision not correctable to 20/30, inability to pass a motor vehicle test);
 - (I) Nervous condition requiring therapy or medication;
 - (J) Recurrent fainting, dizziness or blackout, and
 - (K) Any other physical or mental disability.
2. That I have never been denied, on medical grounds,
 - (A) A motor vehicle operators licence, or
 - (B) A civil aviation personnel licence, or certificate.

Applicant's signature

Date

Witness signature

IF YOU CANNOT SIGN THE ABOVE DECLARATION, YOU MUST UNDERGO A MEDICAL EXAMINATION WITH A CIVIL AVIATION MEDICAL EXAMINER DESIGNATED BY THE DEPARTMENT OF TRANSPORT.

PART E FOR DEPARTMENT OF TRANSPORT USE ONLY

REMARKS:

Signature _____

Date _____

LICENSING — REGION



Entered in computer

Initials _____

Date _____

**INSTRUCTOR'S TRAINING RECORD
WHILE UNDER DIRECT SUPERVISION**

Name: _____ 5802 - _____

Address: _____

Telephone Number: _____ Licence Number: _____

Instructor Rating Held: Aircraft Category _____ Class _____

I have conducted 50% or more of the last 10 hours of the dual flight instruction for the following applicants, each of whom, upon my recommendation, demonstrated the required standard of skill and knowledge for first solo flight and for the flight test for issue of a licence.

Section 1 FIRST SOLO FLIGHT - DAY VFR

Date	Students Name and Licence/Permit Number	Name of School or Club	Supervising Instructor's Signature & Licence Number
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____

**Section 2 STUDENTS RECOMMENDED TO UNDERTAKE THE FLIGHT TEST FOR
ISSUE OF A LICENCE.**

Date	Students Name and Licence/Permit Number	Name of School or Club	Supervising Instructor's Signature & Licence Number
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____

This record is in support of my application for the issue of a Class 3 Instructor Rating - _____ Category.
(aeroplane, helicopter, etc.)

Signature of Applicant _____ Date: _____

This is to certify that _____ has conducted 100:00 hour dual flight instruction and it is recommended that a Class 3 Flight Instructor Rating be issued.
(aeroplane/helicopter)

Name: _____ Licence no: _____ Date: _____

Checked and Recommended Issue

Date: _____ For RMAL: _____



PART IV

STANDARDS AND PROCEDURES FOR FLIGHT TRAINING UNITS

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PART IV

STANDARDS AND PROCEDURES FOR FLIGHT TRAINING UNITS

CHAPTER 1 - GENERAL INFORMATION

1. Introduction

These Standards and Procedures will apply to all training referred to in Chapter 2, section 1 of this Part conducted by a flight training unit.

2. Definitions

The following definitions apply to this part.

"acceptable" - acceptable to the Minister.

"approved" - approved by the Minister.

"dual instruction time" - flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.

"flight training" - training which follows a ground and air instruction syllabus in accordance with the Flight Instructor Guide, the Flight Training Manual, and Pilot Decision-Making (TP 8940E).

"flight training unit" - a flying club, school or other organization or individual instructor carrying out any flight training course prescribed in this Handbook for the issue of a licence or rating.

"ground school instruction" - classroom type instruction generally given to one or more persons and covering an organized program of lectures, homework, self-paced study programs, and examinations following an approved curriculum for the communication of aeronautical knowledge.

"pilot training record" - an approved record of air and ground instruction which shall be maintained by the flight training unit for all pilot trainees.

"practical training" - simulated and actual flight exercises and shall include preparatory ground instruction, pre-flight briefings, air instruction and post-flight debriefings conducted for the training of crew members of an aircraft.

"preparatory ground instruction" - classroom type instruction, generally on a one-to-one basis, but not excluding group instruction, where instruction is based on lesson plans in, or developed from the Flight Instructor Guide.

"pre-flight briefings" - a practical briefing covering discussion on a one-to-one basis just prior to a period of dual or solo flying for the purpose of ensuring that the student understands exactly what will take place.

"solo flight time" - with respect to flight time necessary to acquire a licence or rating means flight time during which a pilot is the sole flight crew member and, in the case of a student pilot permit holder, is following an authorized practice schedule while being the sole occupant of an aircraft.

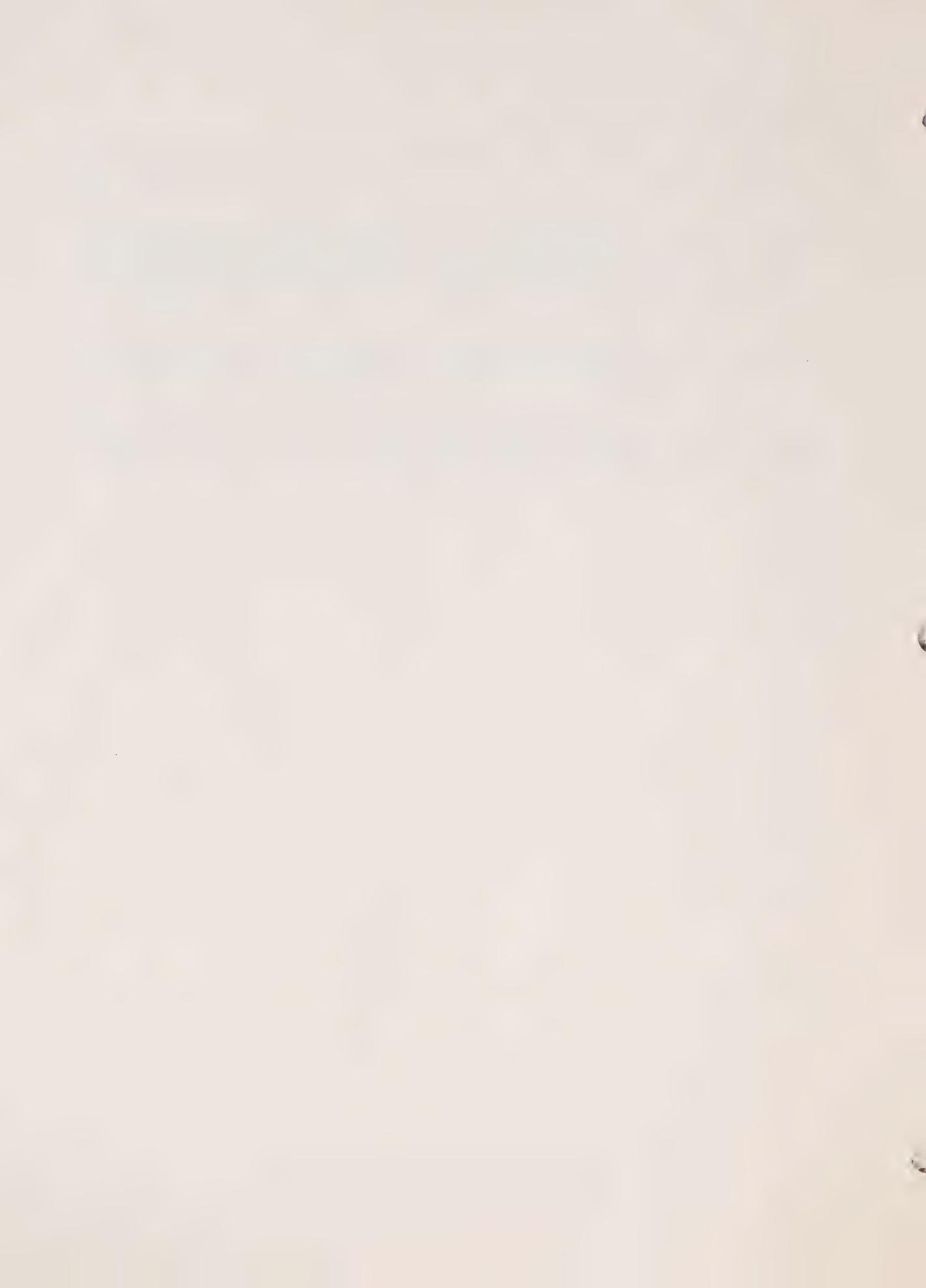
CHAPTER 2 - APPLICABILITY

1. The requirements of this part apply to the course of ground and flight training for the issue of Private and Commercial Pilot Licence - Aeroplane and Helicopter category specified in this Handbook.
2. Where a course is required and a syllabus of ground training and flight training has been set forth for a licence or rating, the course shall include all items of the syllabus and sufficient ground training and flight training shall be provided to achieve the level of knowledge, experience and skill required for issue of the licence or rating.
3. Where a course is required but the syllabus of ground training and flight training has not been set forth, sufficient ground training and flight training shall be provided to achieve the level of knowledge, experience and skill required for issue of the licence or rating.
4. The Minister may approve a course of training proposed by a Flight Training Unit where he is satisfied that such a course can be expected to achieve the level of knowledge, experience and skill for the licence or rating to which the course applies.



CHAPTER 3 - AIRCRAFT MAINTENANCE

1. A Flight Training Unit shall furnish proof of access to adequate shelter, workshops and facilities, and such equipment as is acceptable for the proper maintenance of aircraft and auxiliary equipment in use.
2. Subject to section 4 of this chapter a Flight Training Unit shall have an approved Maintenance Control Manual that shall contain a description of the maintenance system including the maintenance organization, inspection schedule and maintenance personnel responsibilities relating to servicing, rectification, inspection and certification as prescribed in the Airworthiness Manual.
3. No Flight Training Unit shall release for flight or operate an aircraft unless that aircraft has been maintained and released in accordance with the Airworthiness Manual, Chapters 571, 573 and 575, as applicable.
4. Where a Flight Training Unit provides training to an aircraft owner the aircraft owner shall provide the flight training unit with evidence that the aircraft is being maintained in accordance with the Airworthiness Manual, Chapter 571.



CHAPTER 4 - PERSONNEL, AIRCRAFT, AIRPORT AND FACILITY REQUIREMENTS

1. Personnel/Qualifications

(a) Personnel

- (i) A Flight Training Unit shall show that it has the qualified managerial personnel necessary to operate a flight training unit and that such personnel are employed on a full time basis during flight training operations in the following or equivalent positions:
 - (A) Manager;
 - (B) Chief Flight Instructor; and
 - (C) Chief Maintenance Engineer.
- (ii) Where, because of the nature of a flight training unit, positions other than those specified in subsection (i) would, in the opinion of the Minister, be more appropriate the Minister may:
 - (A) approve different positions or a different number of positions; and
 - (B) authorize the allocation of more than one position to one person.
- (iii) No person shall serve as Chief Flight Instructor or Chief Maintenance Engineer unless he meets the requirements for that position set forth in Chapter 6.

(b) Flight Instructor and Ground Instructor Qualifications and Requirements

- (i) A Flight Training Unit shall show that it has an adequate number of flight and ground instructors who are competent and collectively qualified to conduct all the Flight Training Courses authorized.
- (ii) No Flight Training Unit shall assign a person as a flight instructor, nor shall any person act as a flight instructor, unless that person holds a valid pilot licence and a valid flight instructor rating issued under Part IV of the Air Regulations or is otherwise qualified by virtue of the privileges of his licence appropriate to the duties to be performed and is otherwise qualified in accordance with the Air Regulations.
- (iii) No Flight Training Unit shall assign a person to conduct flight instruction in any aircraft, nor shall any person give any flight instruction unless he has thoroughly familiarized himself with the flight characteristics and operational performance data of the aircraft used for the flight instruction.
- (iv) No Flight Training Unit shall appoint a person as a ground training instructor for a flight training course, nor shall any person act as a ground instructor, unless he has been briefed on the objectives and standards of that course by the Chief Flight Instructor, and has demonstrated, to the satisfaction of the Chief Flight Instructor, his level of practical and theoretical knowledge of the subject he is to instruct.

2. Training Aircraft Requirements

(a) An aircraft used for flight training shall:

- (i) be a Canadian registered aircraft;
- (ii) be certificated in the normal category and be acceptable for flight training;
- (iii) be equipped with pre-takeoff, inflight, pre-landing and emergency check lists meeting at least the standard of check lists contained in the Pilot Operating Handbook;
- (iv) when used for dual flight instruction:
 - (A) be at least a two place aircraft equipped with flight controls at both pilot stations and engine power controls which are easily accessible from each pilot station,
 - (B) in the case of aeroplanes, be certified for the spin manoeuvre except that the Minister may waive this requirement where the Flight Training Unit establishes that it has an adequate number of aircraft certified for the spin manoeuvre available to ensure the continuity of training,
 - (C) in the case of helicopters, be adequately configured for and capable of full-on autorotational landings, and
 - (D) in the case of helicopters, be equipped with a suitable intercom system;
- (v) for use under day VFR other than in instrument flight training, be equipped:
 - (A) with normal engine instruments,
 - (B) in accordance with Air Navigation Order, Series II, No. 19, and
 - (C) with a serviceable and functioning turn and bank indicator, turn coordinator or attitude indicator;
- (vi) for use under night VFR other than in instrument flight training be equipped:
 - (A) with normal engine instruments, and
 - (B) in accordance with Air Navigation Order, Series II, No. 6;
- (vii) for use in instrument flight training, including radio aids to navigation training, under VFR weather conditions be equipped:
 - (A) with normal engine instruments, and
 - (B) in accordance with Air Navigation Order, Series V, No. 22 except that only one radio aid to navigation shall be required to permit training on VHF omni-range or radio compass procedures and in the case of helicopters the requirement for stabilization equipment does not apply;
- (viii) for use in instrument flight training under instrument flight weather conditions, be equipped in accordance with Air Navigation Order, Series V, No. 22; and

- (ix) for use in instrument flight training on an IFR flight plan, under VFR weather conditions, be equipped in accordance with Air Navigation Order, Series V, No. 22 except that in the case of helicopters the requirement for stabilization equipment does not apply.
- (b) A Flight Training Unit shall have a sufficient number of aircraft to ensure continuity of flight training for all flight trainees enrolled.

3. Airport, Aerodrome or Landing Site Requirements

- (a) No Flight Training Unit shall operate a training aircraft at an aerodrome unless the aerodrome is suitable for the aircraft to safely be operated within the operating limitations and operational performance data specified in the aircraft flight manual or equivalent document:
 - (i) allowing for the actual aircraft weight and existing air temperature and wind conditions;
 - (ii) with the powerplant operation and landing gear and flap operation, if applicable, as recommended by the manufacturer; and
 - (iii) with smooth transition from liftoff to the best rate of climb speed without exceptional piloting skills or techniques.
- (b) No Flight Training Unit shall operate a training helicopter at an aerodrome unless the aerodrome is suitable for the helicopter to carry out normal transitions from the hover to forward flight and from forward flight to the hover.

4. Ground Training and Briefing Facilities

- (a) No Flight Training Unit shall originate a training flight from an operating base unless it has at that base a means of communication with the nearest Flight Service Station and the continuous use of adequate accommodation and facilities for flight planning and briefing or debriefing of flight trainees.
- (b) Ground School Instructional Facilities - A Flight Training Unit shall conduct ground school instruction in classrooms, or other suitable spaces which can be used for instructional purposes, which are equipped with training aids appropriate to the course being conducted.
- (c) Synthetic Flight Trainers - No Flight Training Unit shall use a synthetic flight trainer for the crediting of instrument experience towards the issue of a licence or rating unless it has been approved by the Minister.

CHAPTER 5 - TRAINING COURSE REQUIREMENTS

1. Training Courses: General

- (a) Each flight training course shall be conducted by a Flight Training Unit in accordance with the requirements set forth in this chapter.
- (b) A Flight Training Unit shall conduct all flight training courses in accordance with the appropriate Flight Instructor Guide, Flight Training Manual and Pilot Decision-Making Manual (TP 8940E) published under the authority of the Minister or in accordance with training programs approved by the Minister.
- (c) A flight instructor shall conduct all training flights in accordance with the appropriate Flight Instructor Guide and Flight Training Manual published under the authority of the Minister, or in accordance with training programs approved by the Minister.
- (d) A ground instructor shall conduct all ground school instruction in accordance with the curriculum and training procedure established by the Minister in the applicable Study and Reference Guide or a training program approved by the Minister.

2. Records: Instructors

- (a) A Flight Training Unit shall establish and maintain at its principal business office and at any other place required by the Minister:
 - (i) an individual record for each ground instructor showing:
 - (A) the full name of the ground instructor, and
 - (B) the date of the appointment required by Chapter 4 subsection 1(b)(iv);
 - (ii) an individual record for each flight instructor showing:
 - (A) the full name of the flight instructor,
 - (B) the licence number, type of licence, ratings endorsed thereon and expiry dates as applicable, and
 - (C) his medical category and its expiry date.
- (b) Each entry on a record established and maintained pursuant to subsection (a) shall be retained for a minimum of 2 years after the entry is made.
- (c) Recording systems, including computer records or microfiche, which are not comprised of entries on paper, may be used in complying with the requirements of section 2, provided that
 - (i) they are approved by the Minister;
 - (ii) measures are taken to ensure that records contained therein are safeguarded against inadvertent loss or destruction by electronic or other means; and
 - (iii) a copy of the record required by subsection (a) can be printed on paper and provided to the Minister on 24 hours notice.

3. Records: Trainees

(a) A Flight Training Unit shall provide each person at the time that he is enrolling in a flying training course:

- (i) a written description of the course including:
 - (A) the name of the course in which he is enrolled;
 - (B) a course syllabus which shall include at least the minimum number of hours of flight training and ground school instruction required to complete the course; and
 - (C) a copy of the current applicable study and reference guide and flight test guide; and
- (ii) a copy of safety precautions developed by the Flight Training Unit including:
 - (A) the weather minima required for dual and solo flights;
 - (B) the fuel reserves necessary for local and cross-country flights;
 - (C) the description and use of assigned practice areas;
 - (D) the reporting of aircraft defects and unserviceabilities;
 - (E) the securing of aircraft when not in use; and
 - (F) the procedures in the event of an unscheduled or forced landing.

(b) A Flight Training Unit shall maintain an approved Pilot Training Record for each trainee enrolled in a flight training course.

(c) Whenever a flight trainee completes, terminates or transfers his training to another Flight Training Unit, his Record shall be certified to that effect by the Flight Training Unit and forwarded to the new Flight Training Unit, if applicable.

(d) Whenever a flight trainee completes his training including all final examinations and tests required by the Air Regulations, the Flight Training Unit shall forward the Pilot Training Record to the Minister.

(e) A Flight Training Unit shall, upon demand by the Minister, provide all training records for inspection.

4. Flight Training Operations

(a) A Flight Training Unit shall allow a Department of Transport Civil Aviation Inspector to make any flight check, test or examination of its flight trainees and to have access to any records related to that instruction and training to determine the quality of instruction and training and compliance with the provisions of this Part.

(b) No Flight Training Unit shall authorize a flight trainee to commence a solo training flight unless the flight has been authorized by a flight instructor and acknowledged by the student.

(c) A Flight Training Unit shall ensure that each training flight includes a pre-flight briefing and a post-flight debriefing relating to the purposes of the training flight.

(d) The briefing pursuant to the requirements of section (c) above shall be given by a qualified flight instructor.

- (e) A Flight Training Unit shall ensure that, where applicable, the flight training has been preceded by the appropriate ground training.
- (f) Notwithstanding the provisions of section (c) above, a Flight Training Unit shall ensure that each training flight is preceded by preparatory ground instruction when new flight exercises are to be conducted on that flight.

5. Recommendation for Licence

A Flight Training Unit shall not recommend a trainee for a licence or rating unless that trainee has completed the required training applicable to that licence or rating.

6. Responsibilities of the Chief Flight Instructor

The Flight Training Unit shall appoint an instructor as Chief Flight Instructor who shall be responsible for:

- (a) the overall pilot training program;
- (b) the supervision of other flight instructors at that unit including the designation of a Class 1 or 2 flight instructor(s) to supervise a Class 4 instructor;
- (c) the approval of persons to be appointed as ground instructors;
- (d) the quality and content of flight and ground school instruction provided by that unit;
- (e) the content and accuracy of Pilot Training Records, course reports, student permits issued, licence applications and any other documents which form part of the training process;
- (f) ensuring that flight instruction is based on the contents of the appropriate Flight Instructor Guide and Flight Training Manual;
- (g) obtaining approval of daily flight sheets, or equivalent, which shall include:
 - (i) date,
 - (ii) aircraft,
 - (iii) pilot-in-command,
 - (iv) student,
 - (v) exercise or lesson plan to be conducted,
 - (vi) instructor's authorization,
 - (vii) student's acknowledgement,
 - (viii) time up,
 - (ix) time down,
 - (x) air time,
 - (xi) flight time;
- (h) obtaining approval of the 150 nautical mile solo cross-country training route for the private pilot licence - aeroplane and the 100 nautical mile solo cross-country training route for the private pilot licence - helicopter, originating from the main base and any authorized satellite bases;;
- (i) informing the Regional Director Aviation Licensing of the Location of the Flight Training Practice areas used by the Flight Training Unit;

- (j) ensuring that the regulatory and licence standards publications including the Air Regulations, Air Navigation Orders, Personnel Licensing Handbooks, A.I.P. Canada, Canada Flight Supplement, Flight Instructor Guide and Flight Training Manual are readily available and amended to date;
- (k) maintaining current training publications, charts, maps and any other material required for the ground and air training of pilot trainees;
- (l) ensuring that all solo training flights are properly authorized by a flight instructor and acknowledged by the pilot trainee;
- (m) decisions with respect to flight safety during flying periods; and
- (n) ensuring the continuing validity of staff licences, ratings endorsed on a licence, or any other authorities required to conduct flight training.

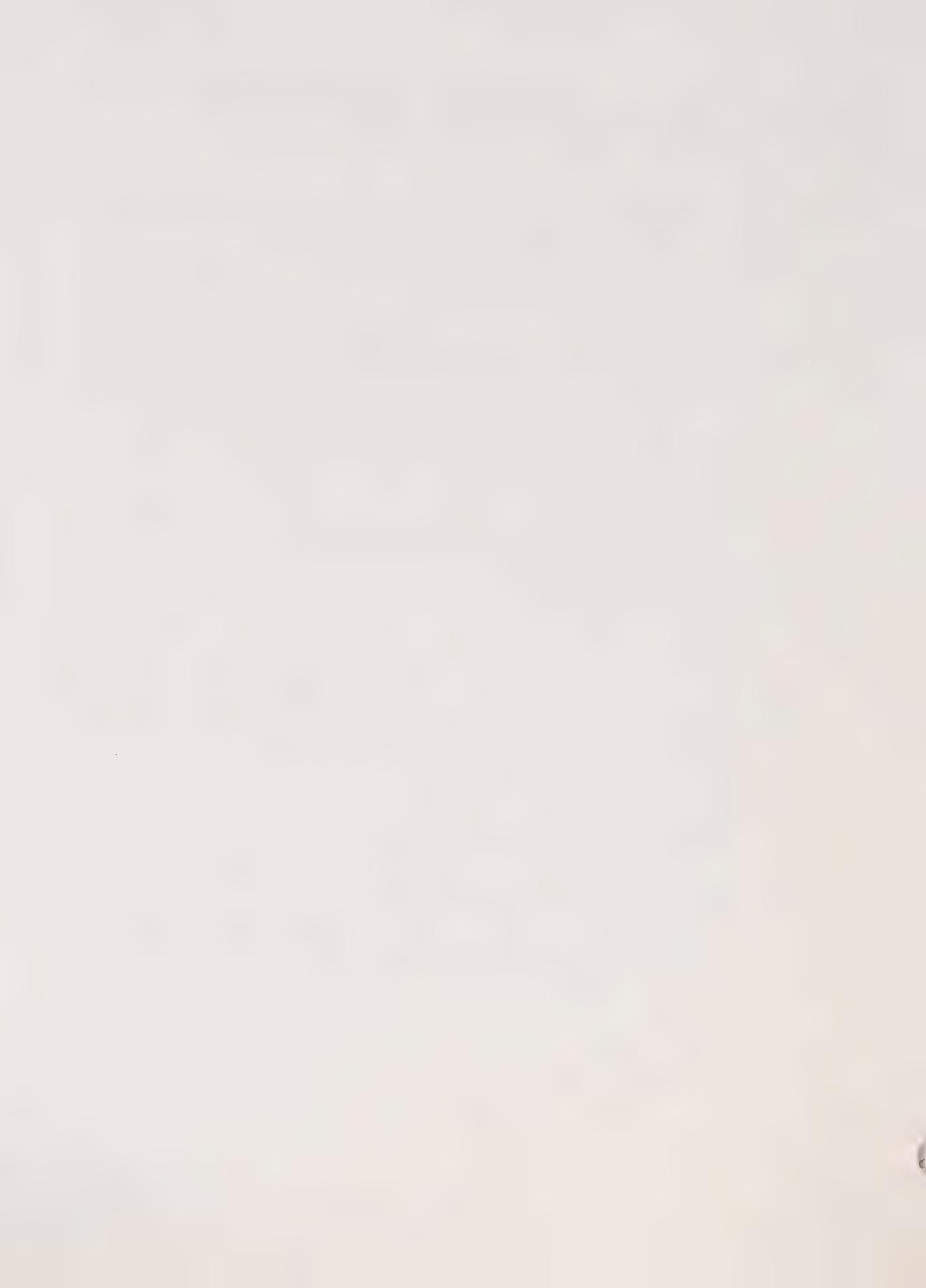
7. The Flight Training Unit shall

- (a) obtain approval of the Minister for the appointment of the instructor appointed in section 6 above; and
- (b) inform the Minister within 7 days of any change in that appointment.

8. Under extenuating circumstances the Regional Director Aviation Licensing may, provided he is satisfied that suitable supervision and direction is being exercised, authorize continued operation without an appointed Chief Flight Instructor for a period up to 30 days. Requests for approval beyond that period shall be referred to Headquarters for approval by the Director, Aviation Licensing.

CHAPTER 6 - QUALIFICATIONS OF CHIEF FLIGHT INSTRUCTORS AND CHIEF MAINTENANCE ENGINEERS

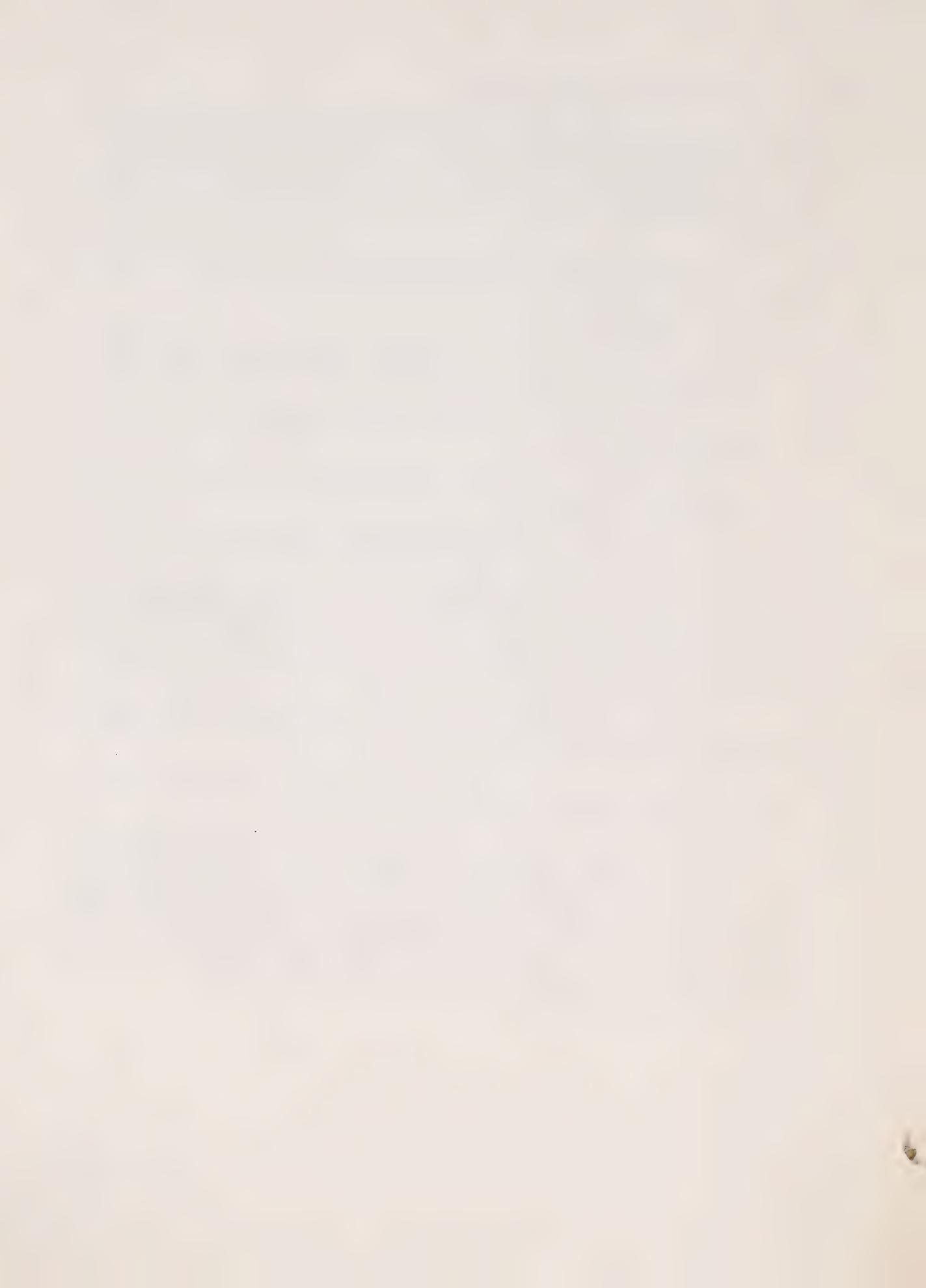
1. Every Chief Flight Instructor shall:
 - (a) hold a valid Commercial, Senior Commercial or Airline Transport Pilot Licence for the category and, as appropriate, the class and type of aircraft in which the flight training course is to be conducted;
 - (b)
 - (i) in the case of a certificated Flight Training Unit which employs instructional staff other than the Chief Flight Instructor, hold a valid Class 1 or 2 Flight Instructor Rating,
 - (ii) in the case of a certificated Flight Training Unit, for aeroplane pilot licence flight training and provided no other ground instructor or flight instructor is employed at that flight training unit, hold a valid Class 1, 2 or 3 Flight Instructor Rating, and
 - (iii) in the case of a freelance instructor, providing instruction to an aircraft owner, hold a valid Class 1, 2 or 3 Flight Instructor Rating;
 - (c) where instrument flight rating training is provided, hold a valid Instrument Rating unless a subordinate flight instructor is so qualified;
 - (d) when operating in accordance with an operating certificate, know the contents of the air carrier's operating certificate, and operations specifications; and
 - (e) know the provisions of the Air Regulations and Air Navigation Orders necessary for the proper performance of his duties.
 2. The Regional Director Aviation Licensing may authorize continued operations for up to six months at a Flight Training Unit with a Chief Flight Instructor who has been assessed temporarily medically unfit. The RDAL must be satisfied that the Flight Training Unit has other staff qualified to carry out the airborne duties required at that particular Flight Training Unit. The Chief Flight Instructor must remain a full-time employee of the Flight Training Unit and retain responsibility for all non-flight duties required of a Chief Flight Instructor.
 3. Every Chief Maintenance Engineer shall:
 - (a) hold a valid aircraft maintenance engineer licence, endorsed for the category of aircraft operated by the Flight Training Unit;
 - (b) know the appropriate parts of the Maintenance Control Manual necessary for the proper performance of his duties; and
 - (c) know the provisions of the Air Regulations, Air Navigation Orders, E & I Manual and Airworthiness Manual necessary for the proper performance of his duties.



CHAPTER 7 - SATELLITE TRAINING BASES

1. The holder of an Operating Certificate Flight Training may be authorized to conduct temporary flight training operations at bases other than its main base. Approval for temporary bases may be granted where facilities are less than those normally required for the issue of an Operating Certificate Flight Training provided that the Regional Director Aviation Licensing is satisfied that the flight training proposed can be conducted safely from the satellite base.

Authorization to provide training from a satellite base is given in the form of a Letter of Authorization from the Regional Director, Aviation Licensing.
2. During training operations at a satellite base:
 - a) only those courses authorized by the Operating Certificate Flight Training for the main base may be offered at the satellite base,
 - b) a Class 1, 2, or 3 instructor must be assigned to be responsible for flight training operations at that base,
 - c) a qualified Class 1, 2 or 3 instructor must be present at the satellite base while solo flight training is in progress, and
 - d) a Class 4 flight instructor must not conduct flight instruction at the satellite base unless a Class 1 or Class 2 instructor is present.
3. Responsibility for the supervision of operations of the satellite base rests with the Chief Flight Instructor of the main base of the Flight Training Unit. The Chief Flight Instructor must submit written evidence of acceptance of this responsibility before satellite operations can be authorized. In addition, the Chief Flight Instructor must submit an outline of the procedures to be used to ensure adequate supervision of the training conducted at the satellite base.
4. Classroom facilities for the conduct of ground school, preparatory ground instruction, preflight briefings and post flight debriefings must be available at or within a reasonable distance of the satellite base.
5. Aircraft operated at satellite training bases must be maintained in accordance with the Maintenance Control Manual approved for the Flight Training Unit.
6. Only two periods of satellite operation may be conducted at a given base by one operator in any 12 month period. Each satellite operation should not normally exceed 120 days. The Regional Director Aviation Licensing may extend the normal period by 30 days when satisfied that such extension will not compromise safety. Because of the temporary nature of satellite operations, students should not be enroled at the satellite training base unless sufficient time remains for the students to be reasonably expected to complete the course. The inability of students enroled late to complete training within the period assigned to the satellite base will not constitute a reason for an extension.



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